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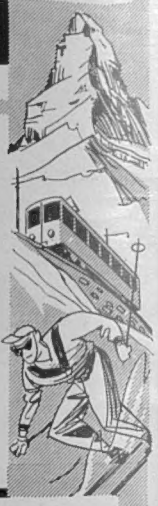

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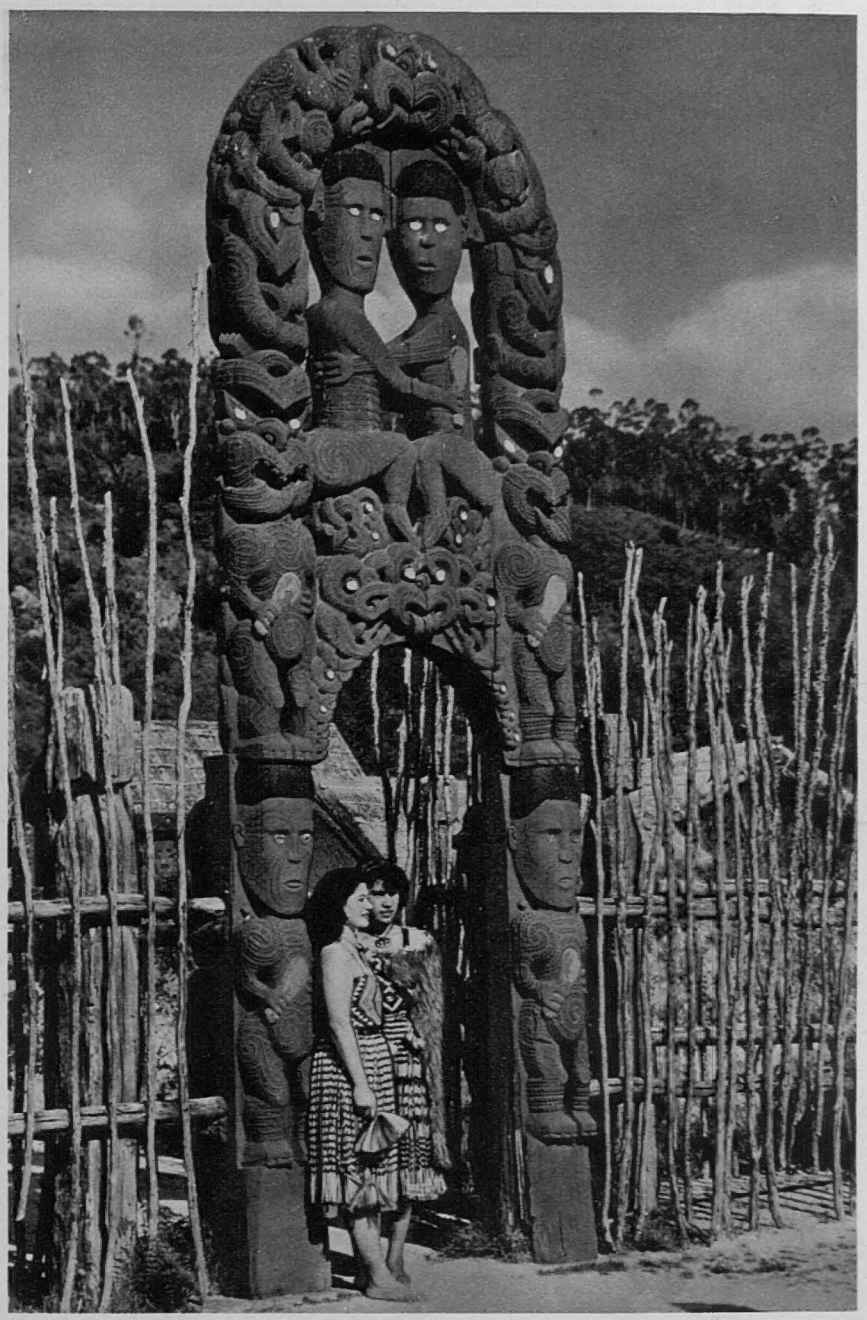

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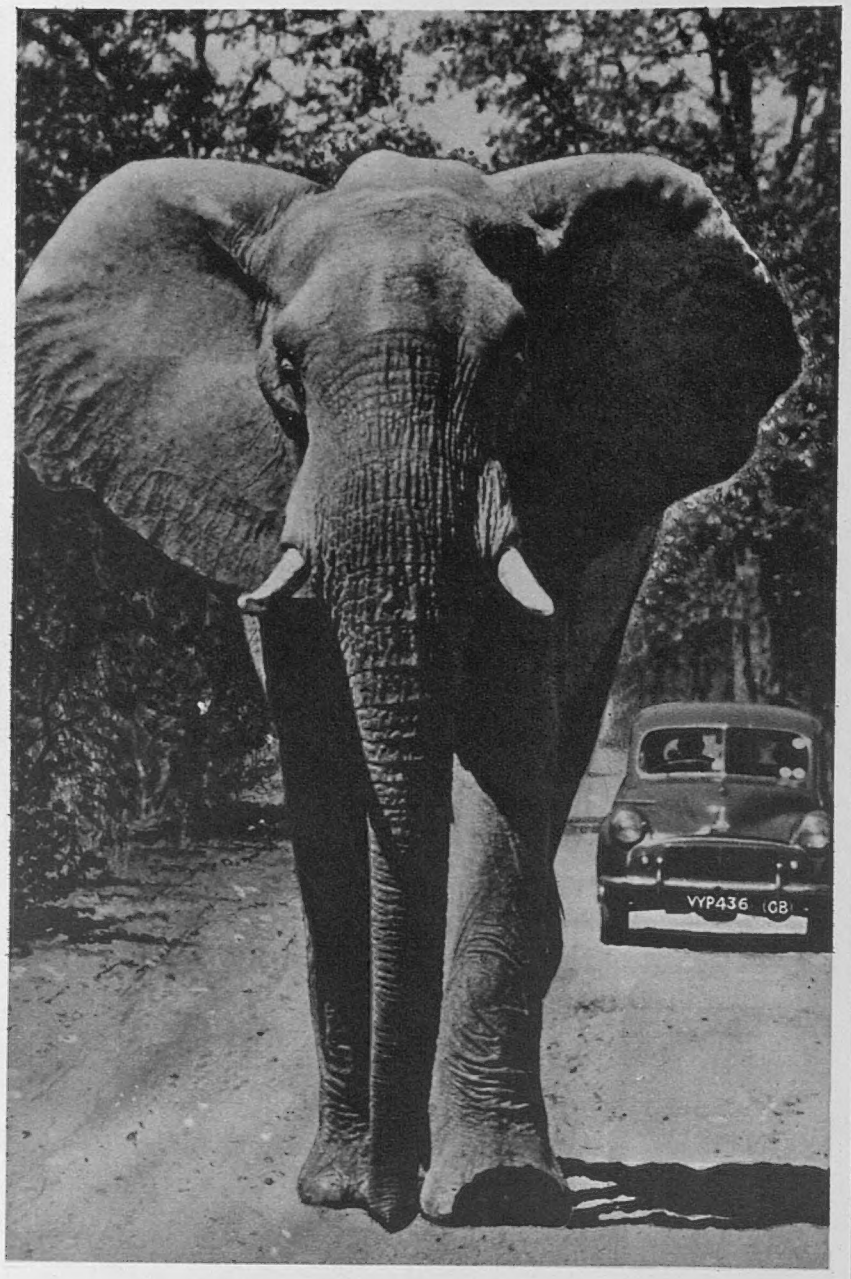


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| | |
|---|---|
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| March 29, 30, 31 | **CALTANISETTA and TRAPANI:** Holy Week Celebrations |
| April 16-23 | **MONREALE:** 6th International Week of Church Music |
| April 12-May 28 | **PALERMO:** Third International Prose Festival |
| April 14, 15, 16 | **ETNA SUD (Catania):** Three International Ski-ing Days |
| April 24-30 | **PALERMO:** 17th International Tennis Tournament |
| April 28, 29, 30 | **TAORMINA:** Festival of Sicilian Costume and Carts |
| May-July | **PALERMO:** Trotting Season |
| May 22-28 | **PALERMO:** Second International Week of Modern Music |
| May 27-June 11 | **PALERMO:** 16th Mediterranean Fair |

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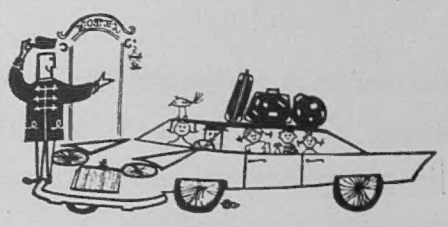

For information apply to the Italian State Tourist Office (*ENIT*), 201 Regent St., London, W.1, or to your Travel Agent.

In Italy, the *Assessorato Turismo della Regione Siciliana* in Palermo will be pleased to help you.

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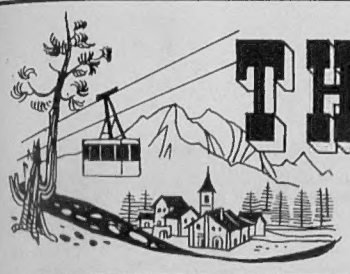
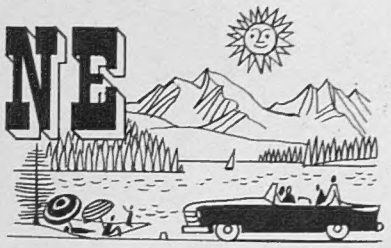


# THE GRISONS ENGADINE



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| Anita ... ... | 45 | 18.— to 28.— |
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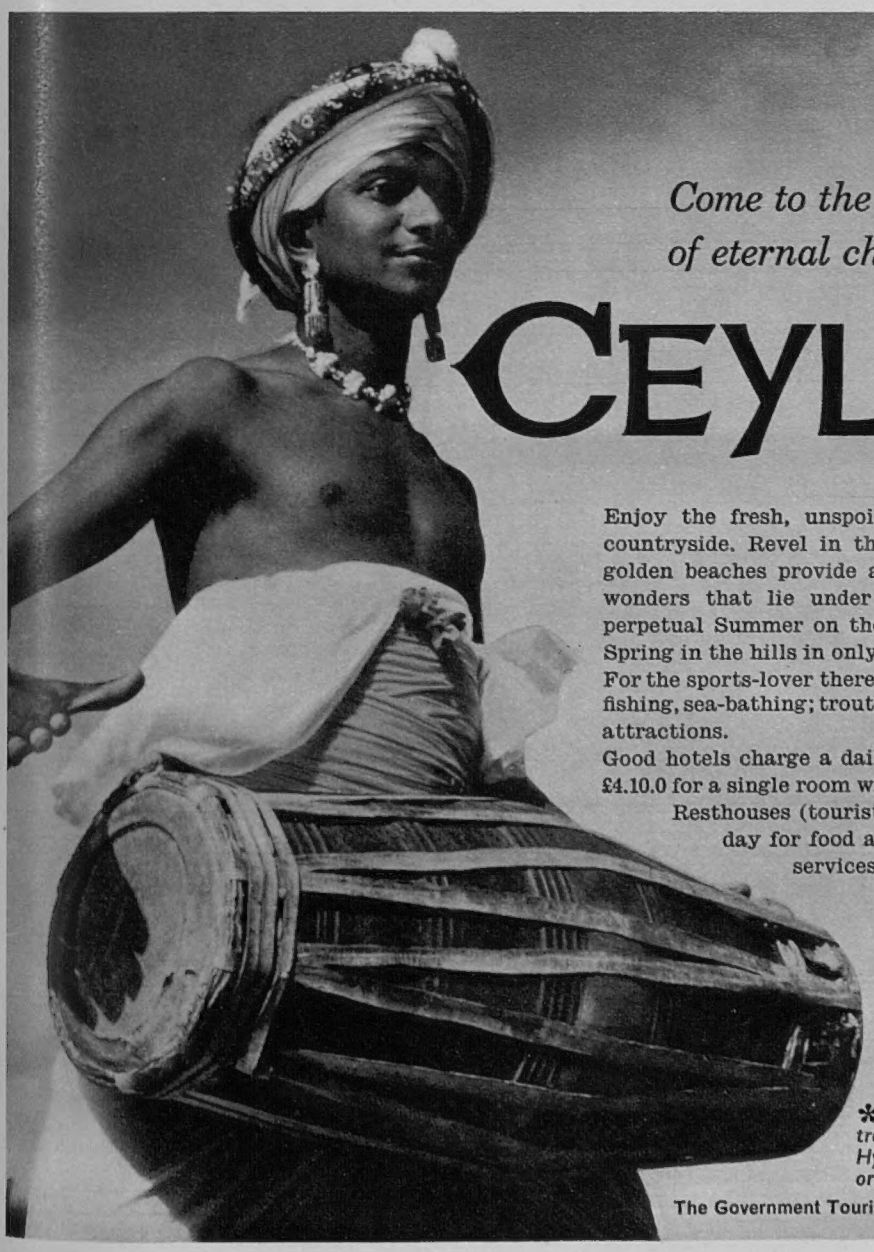
| Carmenna ... ... | 50 | 18.— to 28.— |
| Central ... ... | 50 | 18.— to 28.— |

| Hotels | Beds | Daily all-incl. rates |
|---|---|---|
| Furka ... ... | 35 | 18.— to 28.— |
| Isla ... ... | 40 | 18.— to 28.— |
| Merkur ... ... | 40 | 18.— to 28.— |
| Suvretta ... ... | 40 | 18.— to 28.— |
| Alpina ... ... | 30 | 17.— to 25.— |
| Bahnhof ... ... | 30 | 17.— to 25.— |
| Berghus (Bristol) ... | 40 | 17.— to 25.— |
| Guardaval ... ... | 20 | 17.— to 25.— |
| Hohe Promenade ... | 20 | 17.— to 25.— |

| Hotels | Beds | Daily all-incl. rates |
|---|---|---|
| Hold ... ... | 35 | 17.— to 25.— |
| Hof Arosa ... ... | 75 | 17.— to 25.— |
| Quellenhof... ... | 30 | 17.— to 25.— |
| Gentiana ... ... | 30 | 17.— to 25.— |
| Obersee ... ... | 30 | 17.— to 25.— |
| Trauffer ... ... | 24 | 16.— to 21.— |
| Waldfrieden .... | 16 | 16.— to 20.— |
| Belmont garni ... | 40 | 11.— to 25.—* |

*(Room and breakfast)



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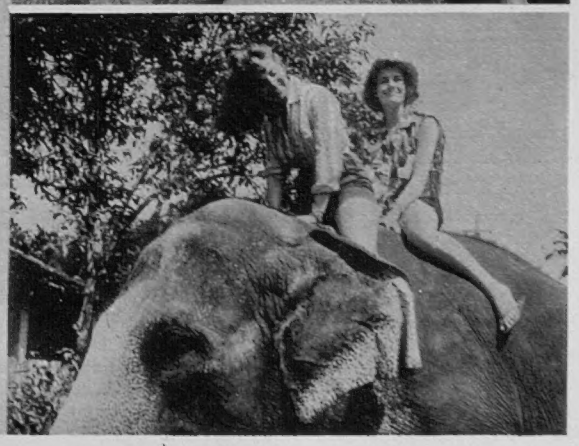

✻ *For information consult your travel agent or Ceylon House, 13 Hyde Park Gardens, London W.2. or write direct to:*

**The Government Tourist Bureau, Colombo, 1, Ceylon.**

# MR. SMITH ACHIEVES A THREE MINUTE MILE

Nobody's taking much notice of it. There are no crowds to go mad, no flashbulbs to go pop and the only reporter on board is away on the sports deck throwing a nifty quoit.

You wouldn't think Mr. Smith was the athletic type. The only thing he runs is his own business—and very successfully, too. That's why he's got to be on the top of his form when he gets to New Zealand. Relaxed. Assured. Confident. That's why he's going by P & O – Orient Lines — the laziest, liveliest, most soothing way ever devised of doing a mile in three minutes flat.

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Volume CCXLIV No. 3173

# THE SPHERE

LONDON, March 25, 1961

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With which are incorporated *The Graphic* and *Black & White*

## THE MISSILE-AGE NAVY

Princess Margaret, escorted by Lord Aberconway, chairman of John Brown and Company, walks from the launching platform past the large crowds to inspect the chocks holding the destroyer H.M.S. *Hampshire* in place. Accompanied by Mr. Armstrong-Jones, Princess Margaret visited Clydebank last week to perform her first launching for the Royal Navy. She was greeted by warm sunshine and over 20,000 people at the shipyard. Lord Carrington, First Lord of the Admiralty, commented that the *Hampshire*'s launch marked the navy's entry into the missile age. The ship, which is as large as some wartime cruisers, is a fleet escort destroyer, armed with Seaslug and Seacat guided weapons, as well as radar-controlled 4·5-in. guns, homing torpedoes and an anti-submarine helicopter. She is the second of this class of "County" destroyers to be launched: the first was the *Devonshire*. Two more, the *Kent* and the *London*, are under construction. There have been four previous ships in the Royal Navy with the name *Hampshire*—the last was the cruiser which sank in 1917 with Lord Kitchener on board

Postage: Inland, 4d.; Canada, 1½d.; Elsewhere Abroad, 4½d.

Jan Wijk stands in the dock in Tallinn, Estonia, during his trial for alleged war crimes. Sitting beside him and facing similar charges is Ralf Gerrets. The empty chair next to Gerrets was placed there for a third defendant, Ain Erwin Mere, who is now living in Leicester, in Britain. He was tried *in absentia*. The three men were accused of organising mass killings of Estonians when the Germans invaded the country during the war. They were sentenced to death. It was stated there could be no appeal from the verdict. When the Russians first made public their allegations against Mr. Mere he described them as "completely false." Britain refused to hand him over to the Russians. During the trial the public prosecutor declared that this refusal had deeply incensed Estonian public opinion. Estonia was independent from 1918 to 1940. In 1939 the Hitler-Stalin Pact secretly assigned it to the Russian sphere of influence. In the next year it was forcibly incorporated into the Soviet Union. The Germans occupied the country from 1941 to 1944

A TRIAL IN ESTONIA WHICH HAS HAD REPERCUSSIONS IN BRITAIN

It was announced last week that Dr. Richard Beeching, a Director of Imperial Chemical Industries, is to be the first chairman of the British Railways Board. This will be responsible for the railways after the break-up of the British Transport Commission. Dr. Beeching will have £24,000 p.a., the sum he has been receiving from I.C.I. Sir Brian Robertson, the retiring chairman of the Commission, has had £10,000 p.a.

NEW BRITISH RAILWAYS CHIEF

**Far right:** Major-General Hassan Beshir Nasr, Chief of Staff of Sudan, listens to an explanation by Brigadier G. Crookenden, commander of the 16th Parachute Brigade Group, during a demonstration by the Group at Aldershot. General Hassan was spending a week in Britain

MAJOR-GENERAL HASSAN (RIGHT) AND BRIGADIER CROOKENDEN

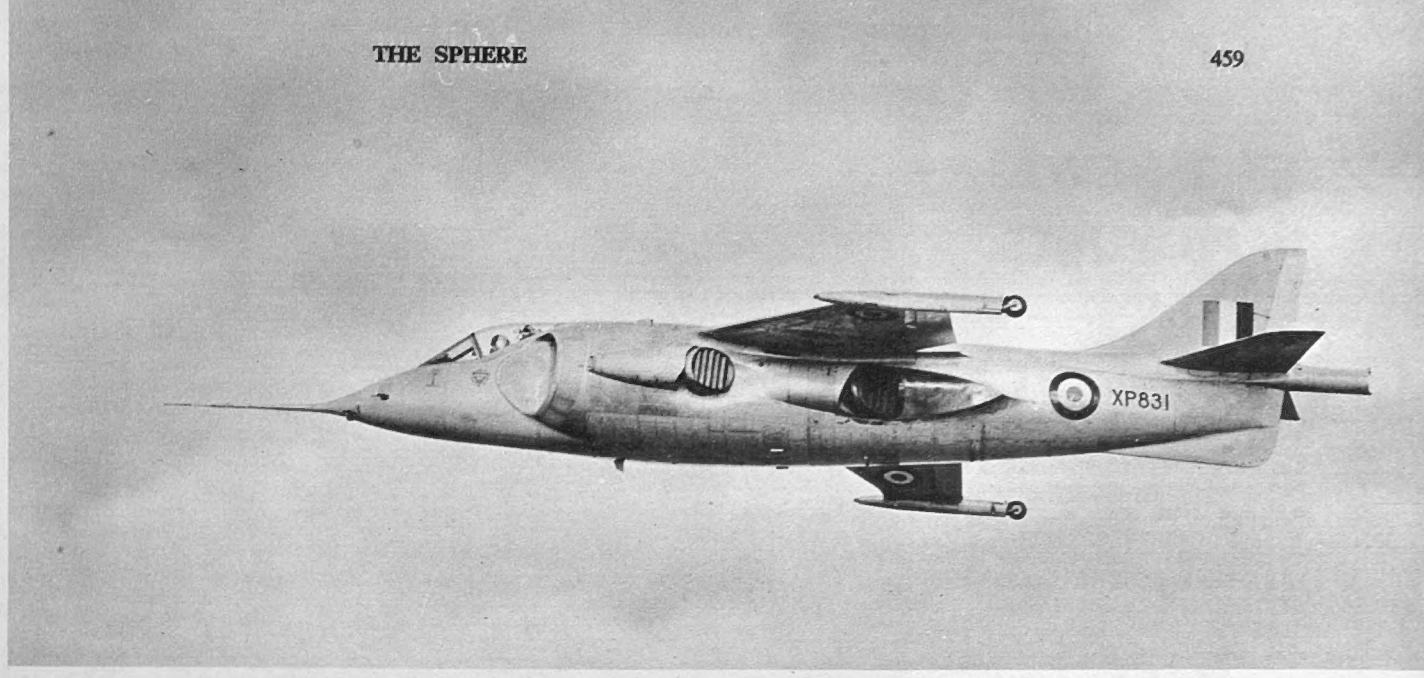
The Shah of Persia is with Queen Farah and the infant Crown Prince Reza in the family group in Teheran. The photograph was taken early last week in the Imperial Palace. The baby Prince is four months old

PERSIAN ROYAL GROUP

**Far right:** President Kennedy receives Mr. Bourguiba, the newly-appointed Tunisian Ambassador to the United States, in the White House, in Washington. Mr. Bourguiba is the son of the President of Tunisia and himself is believed to have played a part in the recent Tunisian mediation between France and the Algerian Nationalists. The Ambassador's visit to the American President took place a few days before the French invited the Algerian Nationalists to peace talks. The offer was made without prior stipulations

MR. KENNEDY RECEIVES MR. BOURGUIBA

# THE NEWS IN PICTURES

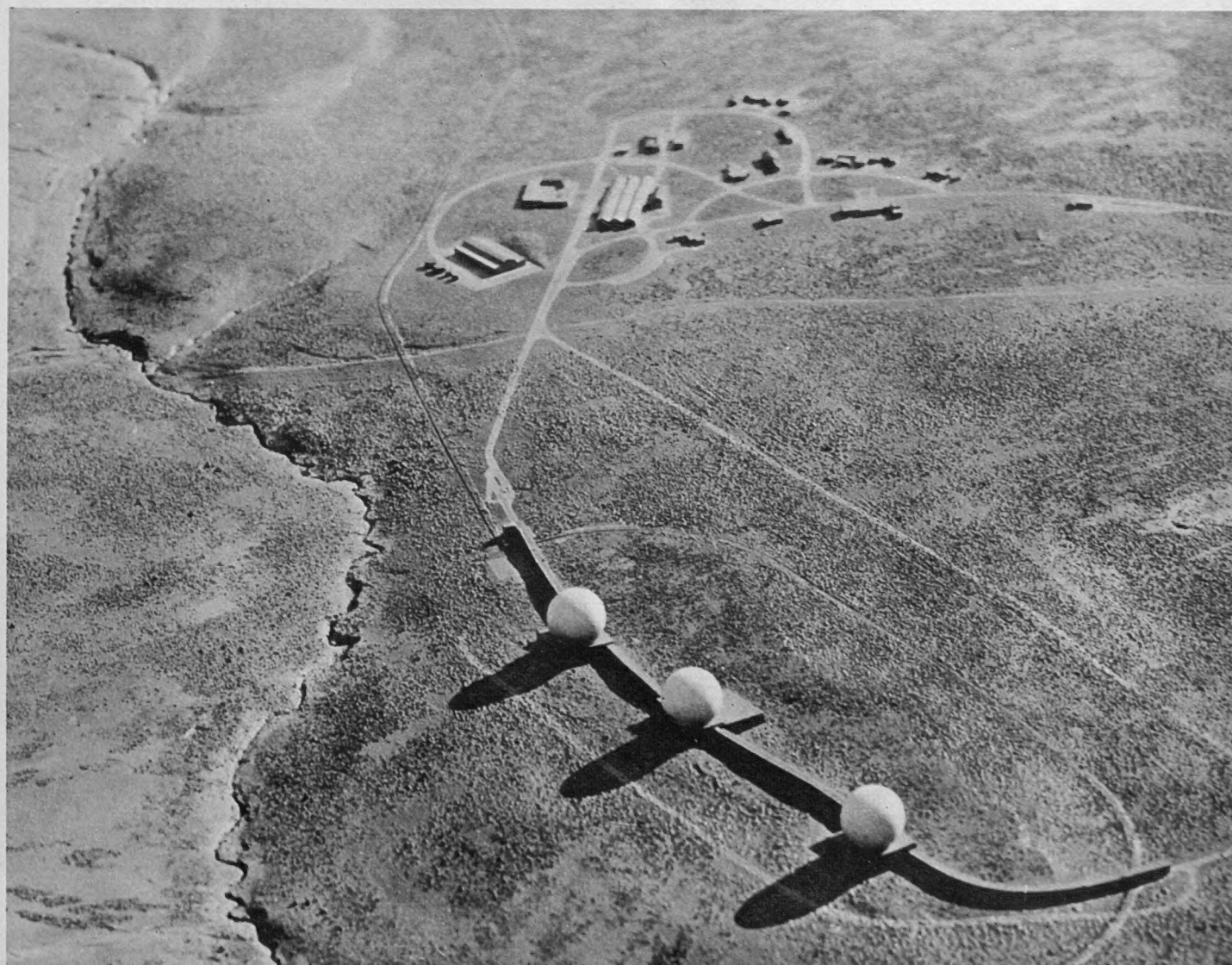



A REVOLUTIONARY BRITISH AIRCRAFT MAKES ITS FIRST NORMAL FLIGHT

At the Royal Aircraft Establishment's airfield at Bedford last week, the P.1127, Hawker Siddeley Aviation's vertical take-off strike aircraft, made its first free flight. With Mr. Bill Bedford, the company's chief test pilot at the controls, the aircraft made a normal take-off and was tested under usual flight conditions. Previously the P.1127 had made tethered and free-hovering flights. It uses a single engine—the Bristol Siddeley BS.53—to provide both lift for vertical take-off and thrust for forward flight. This is achieved by using four swivelling nozzles to direct the thrust downwards and then gradually horizontally. The next stage in the aircraft's development is the transition from vertical to normal flying. Although started as a private venture, the P.1127 has aroused great interest as a possible forerunner of a new generation of small military strike aircraft

HARMONY AMONG CONGOLESE LEADERS AT THE TANANARIVE CONFERENCE IN MADAGASCAR

At a reception given by President Tsiranana of Madagascar for the Congolese leaders attending the Tananarive Conference are, from left, in front: Mr. Moukenge of North Kasai; Mr. Kamitatu, President of the Leopoldville Provincial Government; Mr. Tshombe of Katanga; President Tsiranana; and President Kasavubu. They are applauding a native dancer. By the end of the conference, the leaders had worked out a suggested plan for a loose federation of areas, as yet unclearly defined, bound by a central Government in Leopoldville. The confederation would have Mr. Kasavubu as its President. (He has long been a proponent of a federal system for Congo.) A statement issued at the end of the conference said that internal and foreign policy would be in the hands of a Council of States, made up of the central and regional Presidents. Last week there seemed to be a lessening of tension in the Congo as the various leaders returned home



CONSTRUCTION UNDERWAY AT FYLINGDALES

The model shows the buildings and round radar antennæ of the Ballistic Missile Early Warning Station at Fylingdales, in Yorkshire. Work at the site has reached the stage of digging the foundations. These have to be excavated to a depth of 60 ft. to enable the buildings to withstand the torque of the 175-ton antennæ as they swing round to lock on to any object being tracked. Fylingdales forms part of the U.S. Ballistic Missile Early Warning System designed to detect enemy guided missiles in flight. Although only a small labour force is being employed at the Yorkshire site at present, a temporary camp has been built to house 1,000 workmen

# THE NEWS IN PICTURES

MEMBERS OF KENYA'S NEW LEGISLATIVE COUNCIL—MR. R. MACLEOD, MR. M. BLUNDELL AND MR. B. R. McKENZIE

In Nairobi, Mr. Roderick Macleod (left), the brother of Mr. Iain Macleod, the U.K. Colonial Secretary, shakes hands with Mr. B. R. McKenzie, after both had been elected to European National seats on the new Kenyan Legislative Council. Centre is Mr. Michael Blundell, who gained a seat on the Council in an earlier stage of the elections. There are twelve National seats, four European, four African, and four Asian, nominated by the fifty-three members of the Legislative Council chosen at the General Elections. There were signs at the beginning of this week that the political deadlock in Kenya was ending. At one time it threatened to stultify the workings of Kenya's new constitution. After having decided not to seek the views of Jomo Kenyatta on the political crisis, the leaders of the Kenya African National Union have agreed to pay a visit to him at Lodwar. Previously Kanu had refused to co-operate with the Government until Kenyatta had been unconditionally released

A ROYAL VISITOR IN RUSSIA

Lord Harewood is greeted in Moscow by Mr. Kuznetzov (centre), Soviet Deputy Minister of National Culture, and Sir Frank Roberts, British Ambassador. It was the first visit to Russia by a member of the British Royal Family since the Revolution. Lord Harewood, who is the Artistic Director of the Edinburgh Festival, was to discuss the possibility of bringing Soviet artists to the Festival

SIR LAURENCE OLIVIER MARRIES AGAIN

**Far right:** Sir Laurence Olivier and his wife, Joan Plowright, the actress, are photographed on Broadway. They were married earlier in Wilton, Connecticut

PRESIDENT KASAVUBU IN PRAYER

In Leopoldville Cathedral, President Kasavubu kneels in prayer on his return from the Tananarive Conference in Madagascar. On the same day last week, a large military parade was held in the Congolese capital. The result of the conference, the plan for a federation of Congolese states, was regarded as a triumph for President Kasavubu

PRESIDENT TITO AND MADAME BROZ IN LIBERIA

**Far right:** The President of Yugoslavia meets the commander of the Liberian Guard in Monrovia. The President's wife is behind them. Liberia has been one of the stops in President Tito's current tour of West and North Africa. His journeys have brought the Communist ideological conflict to Africa. The Russian Communist block is reportedly putting out much anti-Tito propaganda in that continent

# NEWS SUMMARY

*Resumption of talks on banning nuclear tests; Spain fears Moroccan invasion; U.S. "quiet" diplomacy; violence in Angola; new moves over Northern Rhodesia*

## INTERNATIONAL

The 274th meeting of the tripartite conference (Britain, America, Russia) on the banning of nuclear tests was to open in **Geneva** last Tuesday (March 21). The talks began in 1958 and have often been regarded as the "barometer" of East-West relations. Especial interest is attached to the current gathering because it is the first time representatives of President Kennedy's administration have met the Russians in official negotiations. The position to be adopted by Britain and America was agreed last week-end. Points to be decided at the conference table are: the safeguards needed to guarantee that tests to develop detection instruments are not used to develop weapons; the length of the so-called moratorium, that is, the period of the voluntary agreement during which the three powers will not undertake small-scale tests underground which cannot at present be detected and therefore cannot as yet come into the scope of any treaty-banning tests; the number of on-site inspections each power will allow in its territory; the number of control posts and their situation; and the proportion of Western, Communist and Neutral representatives in the control organisation.

General expectation in Geneva this week was that the West would make great efforts to avoid the deadlock in which previous sessions have invariably ended and achieve President Kennedy's ambition of "the first international arms control agreement in the nuclear age."

## GREAT BRITAIN

Developments were expected regarding the internal divisions in the Conservative and Labour parties this week. The group of Conservatives, under the leadership of Lord Salisbury, who have shown themselves in revolt against the Government's African policy, were to have the opportunity to express their views in the Commons on Wednesday and in the Lords on Thursday. Labour M.P.s were waiting to see what attitude would be taken on numerous topics by the five of their number from whom the party whip was withdrawn because they voted against the Army and Air estimates in defiance of the Party's decision not to do so. The five members were Mr. Michael Foot, Mr. Sydney Silverman, Mr. Emrys Hughes, Mr. S. O. Davies and Mr. William Baxter. All are unilateralists. (The withdrawal of the whip from a member means he is no longer subject to his party's Parliamentary discipline and can follow a policy of his own choice. In the case of the five Labour members the withdrawal was decided by a meeting of the Parliamentary Party.)

Observers in Westminster believed that, although the revolts in both parties were on specific issues, they were fundamentally aimed at the Conservative and Labour leaderships.

## SPAIN

A note sent to the Moroccan Government by the Spanish Government alleging that Morocco was concentrating troops on the border of Spanish Sahara was published in **Madrid** last Saturday (March 18). Copies of the note were also sent to the British, French and United States Governments and to the United Nations. Besides asserting that Morocco was planning to invade Spanish Sahara and Ifni, the note declared that a group of armed Moroccans in uniform was responsible for the kidnapping earlier this month of a party of eleven oil technicians on Spanish Saharan soil.

Spanish Sahara, lying immediately to the south of Morocco, has an area of 125,000 sq. miles and a population of about 36,000. Ifni, an enclave on the Atlantic coast of Morocco, is thirty-six miles in length and measures approximately 950 sq. miles. Both territories are affected by Morocco's claim to Mauritania, which has been turned down by the U.N.

## THE UNITED STATES

In **Washington** last Saturday (March 18), Mr. Dean Rusk, the American Secretary of State, gave a luncheon for Mr. Gromyko, the Russian Foreign Minister. To the surprise of waiting journalists, the meeting lasted five hours. A joint communique issued after these talks said that they were "frank and open" and covered a variety of subjects. According to American sources one of the topics was Laos. It was understood that Mr. Rusk said the U.S. was taking a firm line on this issue. President Kennedy in recent Press conferences has been guarded on the question of the U.S. position. But last week increased American military aid to the Right-wing Government of Prince Boun Oum was announced.

The meetings of Mr. Dean Rusk and Mr. Gromyko, and Mr. Thompson, the American Ambassador in Moscow, with Mr. Khrushchev are part of President Kennedy's policy of "quiet" diplomacy. Despite Mr. Khrushchev's desire for a Summit Conference, the U.S.S.R. is apparently willing to discuss international issues at lower levels. It has led to a period of intense diplomatic activity in **Washington.** Mr. Harold Watkinson, the U.K. Minister of Defence, was to have talks with Mr. McNamara, the U.S. Secretary of Defence, this week on the question of nuclear tactical weapons.

## LAOS

At the South East Asia Treaty Organisation meeting in **Bangkok,** starting on Thursday (March 23), it was understood that King Savang Vatthana of Laos would ask for Seato aid against the Communist Pathet Lao. (This has been supplied with arms by the U.S.S.R. and North Vietnam and has gained a number of successes in recent weeks.) Hopes of forming a broad-based neutralist government faded last week with the breakdown of the talks between Prince Boun Oum, the Right-wing leader who is at present Prime Minister, and Prince Souvanna Phouma, the former Premier who went into exile when his neutralist "middle-of-the-road policy" failed. After these discussions, Prince Souvanna Phouma went to India, where he met Mr. Nehru for talks regarding the convening of a fourteen-power conference to replace the smaller Geneva Conference of 1954. This is at present responsible for guaranteeing the independence of Laos. From India the Prince was to set out on a world tour, including stops in Cairo, Paris, London, Moscow and Pekin.

## ANGOLA

Terrorists made a number of attacks last week on Europeans in the Portuguese African Territory. According to an official the terrorists crossed the border from the Congo. It was reported that on one farm alone 28 Europeans were killed. There were attacks on Carmona, Quitexe, and Nambuangongo. Following the raids, there were a number of arrests in Angola and in Portugal. Few details were available because of the strict censorship imposed by the authorities. At the same time as the attacks, the U.N. Security Council debated Angola. The U.S. voted with Liberia, Ceylon, the U.A.R. and the Soviet Union in support of an inquiry into the racial disorders. But the other members of the Security Council, including the U.K., abstained and the resolution was not passed.

Prince Souvanna Phouma, the former Prime Minister of Laos, is welcomed by his half-brother, Prince Souphvannouvong (right), who is the leader of the Communist Pathet Lao, and Captain Kong Lae (left), the Left-wing military leader. Prince Souvanna Phouma was on a visit to the Left-wing Laotian forces advancing on the Plain of Jars

## RHODESIA

Sir Roy Welensky, the Prime Minister of the Federation of Rhodesia and Nyasaland, returned to **Salisbury** from London on Monday (March 20). He had spent the weekend after the Prime Ministers' Conference with Mr. Macmillan at Chequers. Sir Roy was understood to have voiced his objections to the British Government's proposed constitution for Northern Rhodesia, especially to the plan for a Legislative Council of fifteen European, fifteen African and fifteen "national" seats. This scheme, he fears, will give control to African Nationalists. To overcome this objection Sir Roy was reported to have put forward three alternative plans. If none of these proposals is accepted by the British Government, Sir Roy may ask for a mandate in a Federal election.

# QUEEN AND PREMIERS

The Queen and Mr. Diefenbaker; Dr. Verwoerd; Mr. Nehru and President Ayub Khan in Buckingham Palace

With the Queen before the dinner party at Buckingham Palace for the Commonwealth Prime Ministers are, from left: Alhaji Sir Abubakar Tafawa Balewa (Nigeria); President Kwame Nkrumah (Ghana); Mr. Diefenbaker (Canada); Dr. Verwoerd (unseen, behind Mr. Diefenbaker), Mr. Nehru (India); President Ayub Khan (Pakistan); Sir Roy Welensky (Federation of Rhodesia and Nyasaland); Mrs. Sirimavo Bandaranaike (Ceylon); Mr. Harold Macmillan (United Kingdom); Mr. Robert Menzies (Australia); His Beatitude President Makarios (Cyprus); Mr. Keith Holyoake (New Zealand) and Yang Teramat Mulia Tunku Abdul Rahman Putra Al-haj (Malaya). Earlier on the same day Sir Roy Welensky and Archbishop Makarios had had audiences with the Queen and Dr. Verwoerd had been received by Her Majesty. At the dinner party other members of the Royal Family who were present included the Queen Mother, Princess Margaret and Mr. Antony Armstrong-Jones; the Duke and Duchess of Gloucester; the Princess Royal and the Duchess of Kent

JOHN CONNELL

# ISRAEL AND THE LAW

Creative endeavour, on the scale on which it exists in Israel (and is there taken for granted), is to the outside observer both awe-inspiring and encouraging. The people of Israel generate a vast and (so it seems) ever-increasing output of energy—physical, intellectual and moral—almost all of which is purposeful and controlled. This phenomenon continues to astonish not only the new or casual visitor but an old and, on the whole, faithful friend like myself. After protracted absorption in the huge, tragic, muddled revolution in Africa, there is a curious relief in contemplating Israel's present formidable programme of activities and in reflecting: " Crikey, there 's no holding these chaps."

Long ago under the Mandate it was a tradition among the cartoonists of the Hebrew press to portray the Yishuv—the nascent nation—as a rather engaging small boy in shorts, an open-necked shirt and one of those shapeless little hats which were then worn by all young people in the *kibbutzim* and are now issued as official headgear to all Israeli soldiers. The tradition has persisted until the present day, and the child has never seemed a day older. This year the State celebrates the thirteenth anniversary of its establishment: the little boy, according to the customs of his people, attains manhood. I wonder how the cartoonists will present him henceforth.

Two important—and very adult—matters have dominated public attention in Israel for many weeks past: the Eichmann trial and the crisis in the Cabinet and in the Knesset. Last week the political crisis was taken a long stage further; President Ben-Zvi, after the careful and prolonged consultations which Israel's constitution requires, was unable to get anyone in the present Knesset to form a Government. Parliament was dissolved, and there will be a General Election in the summer. The present Cabinet continues to serve as a " caretaker " administration.

Dr. Servatius (left), counsel for Eichmann, and his assistant, Dieter Wechterbruch, in Jerusalem

Mr. Hausner (left), Israel's Attorney-General, and Mr. Bach, Assistant Attorney-General

It is perhaps too easy—it is certainly inaccurate—to depict the crisis as the consequence of Mr. Ben-Gurion's obstinate stand over the Lavon affair. His disagreement with his Cabinet colleagues' handling of this difficult and complicated issue did indeed precipitate the crisis; but there are many other deep and strong factors at work in a society which is finding its way to political maturity in the terms of the latter half of the century. There is an undoubted contest for power; the idealistic, pioneering and visionary side of Ben-Gurion resents and despises this development; the practical politician in him realises that it is inevitable. In this, as in so much else, Ben-Gurion is a true representative of the people he has led so long and so magnificently. He is an extremely awkward customer; but so long as he is alive and full of vigour, Israel cannot do without him.

There is a bleak, impeccable dignity about the closing sentences of his letter of resignation, which is utterly characteristic: " I hold democracy in Israel no less dear than any other citizen, and democracy means—among other things—the rule of law and the separation of power between the legislature, the executive and the judiciary. My resignation from the Government at this time is due to the command of my conscience and my profound concern for law and justice in the State. I have been told that I am liable to error. I have been aware of this myself ever since I arrived at maturity. I also know that others are liable to error—and in this instance it is clear to me, to my regret, that they have erred. I take my leave of them in friendship and with sincere thanks for the trust they have placed in me during the time we were members of the Government together."

But, of course, this is not the end of the story; and nobody in Israel sees it as such. Abstract, if possible, the personal element from the affair as a whole, and it can be seen as a deeply conscientious difference about law and justice in the State. If the pursuit, capture and bringing to trial of Adolf Eichmann are to be considered in their true perspective, it is essential to recognise that awareness of the majestic, even mysterious, authority of the law is at the basis of Jewish life. Adolf Eichmann, according to the sworn testimony of Dieter Wisliceny, one of his principal assistants, given at Nuremberg on January 3, 1946, said in Berlin some eleven months earlier that he " would leap laughing into the grave because the feeling that he had 5,000,000 people on his conscience would be for him a source of extraordinary satisfaction." Those 5,000,000 people were Jews.

It has been the passionate determination of a few Israelis (not least among them Ben-Gurion) to bring the man who uttered this claim to justice that has culminated in the trial which opens in Jerusalem on April 11. Justice, notice, not vengeance. It is of the utmost importance to maintain this distinction rigidly, for there is a real danger of the trial being presented to the world by Israel's enemies as the slaking of a Jewish thirst for vengeance and the outcome of an Old Testament inability to forget and forgive. Its true purpose has been movingly summarised by Mr. Moshe Pearlman in his account of the scene in the Knesset when, on May 23 last year, Ben-Gurion announced that Eichmann was under arrest in Israel and would be put on trial.

" The murderer of their people had been caught. He was now in Israel. He would be brought to Justice. How? Where? When? These were questions they would ask later. For the moment the fact was all. And the fact was deeply, dramatically satisfying. The emotion transcended mere desire for revenge or retribution. It was a reinforcement of faith in ultimate justice. The man who personified the forces of darkness responsible for the extermination of millions of Jews would now be tried by due process of law by the Courts of the Jewish State."

The preparations for Eichmann's trial have been elaborate and many-sided. They have been conducted with a determination to ensure the reality of scrupulous justice, and not merely its form. He has two German counsels to defend him, Dr. Robert Servatius and Mr. Dieter Wechterbruch. The Notice of Charge, containing fifteen counts and a list of thirty-nine prosecution witnesses (all of them Israelis), was presented to them by Israel's Attorney-General, Mr. Gideon Hausner, on February 1. The formal indictment was laid before the Court on February 22. The original opening of the trial was to have been on March 15. On February 12, Doctor Servatius asked for, and was granted, a two-weeks postponement. The feast of the Passover begins on April 1; it was therefore decided to postpone the opening until the end of the feast.

There is, of course, no aspect of the trial which is not profoundly disturbing. But the question is: ought we not to see it as an entirely salutary challenge to the human spirit? Dr. Adenauer has expressed the natural German dismay and anxiety lest the trial stir up renewed hatred of Germany and her people. This is certainly not its purpose, nor, I believe, will it be its effect. It surely would have been unthinkable, merely because fifteen or sixteen years have gone by, that the man alleged to have perpetrated these dreadful crimes, having been discovered to be alive, should not have been brought to justice.

Before a World Court? There is no World Court of Criminal Justice; and the precedent of Nuremberg is not especially attractive. A German court? The Federal Republic has shown no sort of eagerness to have Eichmann handed over to its jurisdiction. There remains Jewry, of which Israel is the centre and focus. The imperfections of this course are indeed obvious: but all human justice is of necessity imperfect. The Israeli Attorney-General's indictment is in no sense directed against the German people; it is directed against one senior Nazi official, and it confronts him with a grim array of factual evidence of crimes extending over many years and bringing terrible death and suffering to millions.

Some 500 journalists will be present at Eichmann's trial. The first sessions will be broadcast. It will be recorded on videotape. Israel is determined that justice shall be seen to be done. Every precaution has also been taken to ensure that it be done in as seemly a manner as possible.

The representative of one American television company tried recently to crash through the barriers of protocol and security. He hied himself to his telephone and demanded to be put through to Eichmann. He reached the officer in command of the guard who, after the briefest shocked silence, answered politely: " Mr. Eichmann is not dining at home to-night, Sir,"—one light aspect of a grim, tragic business.

Sir Harold Beeley, Britain's Ambassador to the United Arab Republic, prepares to leave London airport for Cairo. With him are his wife and her children, Francesca, aged six, Anna, aged seven, and Adam, aged four. Although there has been a British diplomatic mission in Cairo since the end of 1959, Sir Harold is the first Ambassador there since the rupture of Anglo-Egyptian relations during the Suez crisis in 1956. It was expected last week that a few days would elapse before he could present his credentials to President Nasser because of the Bairam holidays which follow the end of the Muslim month-long Fast of Ramadan. The Ambassador arrived at a time when it was hoped that an end might soon be reached in the long negotiations over the release of the British properties and funds which were sequestrated five years ago. In spite of continued suspicions in the official Egyptian Press of "Imperialist British plots against the Arab world," the mass of people were thought to welcome privately the resumption of full diplomatic relations with Britain as a counter to the growing Soviet influence in the Middle East

# DIPLOMATIC FAMILY

b

The Bishop of Blackburn, the Rt. Rev. C. R. Claxton, dedicates the new St. Peter and St. Paul Junior School at Rishton, Lancashire, which is to be opened at the end of May. The parish raised nearly £22,000 for the school

# A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

KENYA AND KENYATTA. A man may be excused if, with no personal experience of any part of Africa, he can arrive at no clear understanding of the political controversies which are disturbing (to use a mild word) so many African territories to-day. He is like a man trying to identify the song of a single warbler during a Somme bombardment. He does his best. Kenya, I suppose, at the moment is one of the " quieter " fronts. Looking back on the hideous and quite recent outbreak of Mau Mau terrorism—a fusion, it has been called, of all the worst in primitive tribalism and modern nationalism—it *may* be accounted for as being generated by agrarian discontent and a sense of political impotence and hopelessness. But surely not *excused*. The latest pamphlet I have read first cites the view expressed that Mau Mau was clear evidence that, however civilised his outward veneer, the African always remains at heart a bloodthirsty savage. That view it rightly discounts as a monstrous generalisation. " Even the truculent Mr. Mboya of Kenya has stated that he and his party believe that for our own self-interest we must respect the interests of the immigrant communities and adopt a policy which will permit expansion of their business enterprise in Kenya." " Whether he likes it or not," the pamphlet concludes, " the African's future is that of a civilised man—and on the whole he likes it very much."

A TEST OF CIVILISED BEHAVIOUR. That conclusion confounds my own confusion when it is related to the demand for the unconditional release of Jomo Kenyatta who, as far as I recall, was convicted of association with Mau Mau crimes and practices from which the sun hides its face and from which the most primitive " civilisation " revolts. That conviction, until reversed on appeal, must stand against Kenyatta in any form of civilised society. If Mr. Mboya and his party elect to stand aside from participation in civilised democratic government until Kenyatta is free, and possibly free to participate, it does not suggest that the educated African is in any great hurry to prove that his future is that of a civilised man or that " he likes it very much." Rather, such an attitude lends renewed force to the gloomier opinion cited above. For the Government to bow to demands for his instant and unconditional release would surely be a shameless and an humiliating surrender to political expediency. It would be a different matter if Mboya was merely pressing for a re-trial of a man whom he believed to be wrongly convicted. Kenya is to-day only a small section of the African political jungle. But in it there are matters of which Lord Salisbury may well have taken note before he launched his attack on Mr. Macleod, for which he was severely trounced. Since his most severe critics admitted, as they must, that Lord Salisbury's public record for good sense and patriotism and even foresight is not to be challenged, there may be something in what he *said* no less than in what Kenyatta *did*. Both Lord Salisbury and Kenyatta may perhaps be fairly subjected to criticism for " pitching it too strong " !

DUKE OF KENT. " All the world loves a lover," and when that lover is a Royalty, all England's love becomes an obsession. The Duke of Kent has chosen a bride of the utmost suitability from every point of view, the Queen's, the nation's and his own, and the nation sincerely congratulates him and wishes him long life and happiness. He is eighth in succession to the throne, we are told. Protocol is concerned in such statistics. Princess Margaret, when she married, was, I think, closer to the throne by half. Anyway, No. 8 is a long way off, and although a marriage of a Royalty in London in what was once called " the season," would obviously be, and would be required by the public to be, a national occasion, there is a good argument for making it, in the planning, preparation and execution of the Duke's marriage, a less elaborate and expensive affair by half. Celebrated in York,

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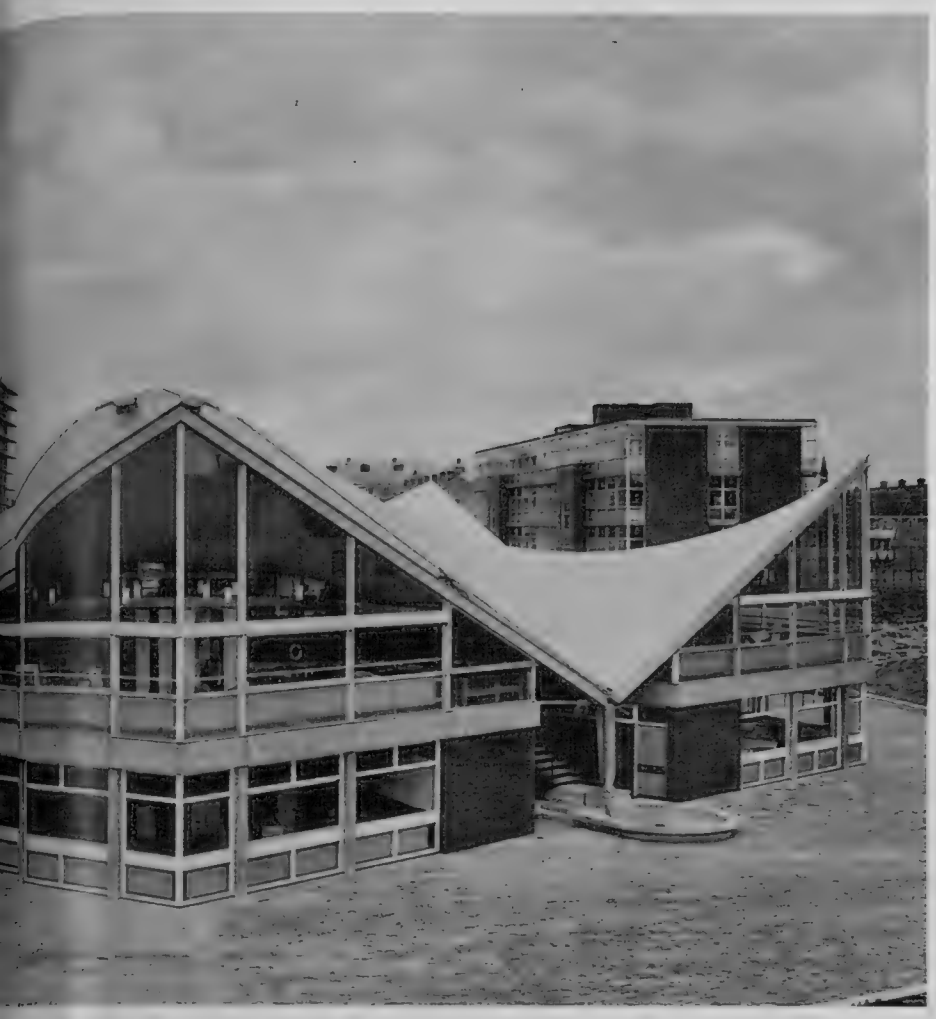


The new L.C.C. County Secondary School for girls in Southwark is built in the shape of a hyperbolic paraboloid. It is due to be opened after Easter. Centre is the assembly hall with house-rooms at the corners. The school has places for over 1,200 pupils

A striking feature of modern Manchester is the new Domestic and Trades College, built at a cost of £650,000. It houses separate departments for pre-industrial training in a wide range of trades from baking to clothing for approximately 2,700 students

it will certainly be a great occasion for the North. These happy affairs should in fairness be shared out geographically. London usually has the lion's share of the excitements going and is much too congested with traffic to be the stage for all of them. The right place for a girl to be married is in her own diocese, if not in her own parish. And as Miss Worsley's will be a Royal marriage, York Minster is the right and obvious choice since it has had to wait over six centuries for an occasion of that sort. The reporters, male and female of course, must have their chance and will certainly take it, *ad lib.*; the Protocol experts in London are such dabs at preparing for these Royal occasions—and know their own worth as showmen—that the choice of a provincial setting will probably fall hardest on them. But a good time can be had by all in the North with only 50 per cent. of elaboration—and I hope it will be so.

PENSIONS FOR M.P.s. The idea that the taxpayer should be wholly responsible for adequate pensions for M.P.s has already been suggested and negatived. Nor is it likely to be successfully revived. The Exchequer already makes a percentage contribution to the fund, assisted by contributions from M.P.s themselves, from which assistance is given to ex-M.P.s in need. The most that can be expected of the current examination into this matter is that contribution by the State to the fund should be stepped up a little in strict proportion with increased contributions by the beneficiaries. If the Exchequer were ever to pay all, or the lion's share of, such a pension benefit, with or without a means test, it is easy to imagine that many a man might be tempted to get into Parliament, not as a vocation but as a way to a " safe " career. No one denies that to-day the average M.P. is a hard-worked man, even when Parliament is not sitting, but no one doubts that most of them enter the arena of politics not solely from altruism or even vocation but from ambition of some kind which is a personal urge. To act according to his conscience does not always " pay " an M.P. But it is a desirable attribute in an M.P. that he is prepared to do so when his conscience directs. One could imagine that an assured State-subsidised pension might induce an M.P. just qualifying for a maximum benefit by length of service, to follow his Whip rather than his conscience, with the goal close within reach. It is much better that new M.P.s should work their passage the hard way.

NATIONALISATION—A FOOTPLATE VIEW. What some of the older railwaymen suffered under nationalisation was well brought out in a letter in *The Daily Telegraph* last week. Some of these men had given their lives and spent their pride on the efficient service of their regional lines and very soon under nationalisation realised that the public's rising complaints of inefficiency and the total lack of direct management from the top swiftly killed their pride and atrophied their skill and experience, as at the end of their days they fought a losing battle with worn-out tools. " The appalling tragedy of nationalisation and its consequential elimination of all effective administration, management and operation utterly discouraged thousands of railway officers and staff who, despite their experience since 1939, endeavoured to maintain efficient service in work which had been the primary interest of their existence." The new efforts to " make things work," under remote control, by work-study groups, enormous staffs of theorists and clerical experts, public relations campaigns, and so on, do nothing to check the prevailing spirit of despair in the men who do the jobs that matter. " Never was a Cromwell so urgently needed by Britain's transport undertakings " (*inter multa alia*). It is odd that the footplate view should be the last to be studied and among the last to be voiced. How many of these thousands of disappointed railwaymen vote Labour at elections? We do not know.

LANDSEER. Competent artists and authors can all be assured of a come-back some day. Gainsborough even gave place to Winterhalter in Victorian times, though Lytton Strachey had his tongue in his cheek when he recorded that " come-back " in the Royal Palaces. Landseer deserves his present come-back. He was a more than competent artist. Certainly he gave way too much to sentimentality. People in our time grew tired of his " mists creeping o'er the hill," his dead stags and holloa-ing, plaid-clad gillies, and his reproductions were too popular on the walls of suburban houses, and were bound to assure him a de-bunking. But he was a superb draughtsman, his smaller landscapes were admirable and his portrait painting could be masterly. The Hamilton contributions, lent to the exhibition, are very clear proof that his genius was very easily revealed. Probably, like Trollope, whose come-back came sooner and may well last longer, he turned out too much work, and, like Trollope, he succumbed to sentimentality as the surest way to earn a decent livelihood in his day in sympathy with current public opinion.

AIRGUNS. I have hammered on so long in the *Newsletter* about lethal weapons in the hands of children that I felt inclined to take a share of the credit for the Private Member's Bill to prohibit the use of airguns by juveniles. I hope it will go through. It is high time. The trouble about airguns for a long time has been caused by the manufacturers who improved them to the status of really lethal weapons almost comparable to a ·22 rifle. For the latter weapon the authorities are still far too lenient in granting firearms certificates, especially in populous districts. And nowadays the modern airgun is dangerous enough in any hands to rank as a small rifle. It is high time that its use should be restricted not only to experienced hands but to wide open spaces. The accidents they cause multiply. The wounds they inflict on animals are cruel in the extreme. Farm animals and the duck on a village pond are easy targets for children who so often wish to assert their " power " over animals and impress other children. In the hands of motor-poachers they are admirably adapted to their purpose. I fear that the extent of the clauses in the Bill will be whittled down by the Home Office in Committee. I myself am for the Bill, the whole Bill and nothing but the Bill—and then some !

THE OLD STAGER

Mr. Topaze (Peter Sellers) is a poor but ardent schoolmaster in a small French provincial town

ENTERTAINMENT

# MR. TOPAZE

*at the Carlton Cinema, Haymarket*

One of the most spectacular of recent developments in British cinema has been the rapid rise of Peter Sellers to become perhaps the most versatile of English film actors. In the U.S. his appearances in comedies have aroused wild enthusiasm. A man of many voices and appearances, he has achieved his success by depth of comic characterisation rather than by dependence on visual gags. A further step in Sellers' career is his latest film, *Mr. Topaze*, which had a Royal prèmiere attended by the Duke of Edinburgh at the Carlton on March 20. Adapted from a play by Marcel Pagnol, it not only stars Peter Sellers but is directed by him. It is in Eastman colour and CinemaScope, and is released by Twentieth Century-Fox. Although no attempt has been made to reproduce French accents, great care has been taken to convey the visual atmosphere of a French provincial school. The story concerns a poorly-paid schoolmaster, Topaze, who rooms with his colleague Tamise. Topaze is attracted to the headmaster's daughter Ernestine, and falls foul of a wealthy parent, the Baroness Pitart-Vergnoilles, with the result that he is dismissed. Fortunately for him he has been tutor of the nephew of a musical-comedy actress, Suzy. She introduces him to her wealthy admirer, a shady financier named Castel Benac, and the schoolmaster becomes the figurehead of Benac's company in the place of the aristocratic but scrupulous Roger de Berville. The results of Topaze's sudden transition to wealth are unexpected and provide the point of this new comedy.

**Below:** In the school laboratory are Topaze and Tamise

**Right:** Colleagues at the school are Tamise (Michael Gough) and Muche, the headmaster (Leo McKern)

**Below:** Roger de Berville (John Neville), on the right, tells Castel Benac (Herbert Lom) that he is no longer willing to take part in Benac's shady financial deals

Topaze embraces Ernestine (Billie Whitelaw)

Benac (Herbert Lom) talks to his mistress, Suzy Courtois (Nadia Grey), in his opulent chateau

The Baroness Pitart-Vergnoilles (Martita Hunt)

**Below:** Topaze is involved in an incident at the theatre

Dr. Verwoerd and Mr. Louw, South Africa's External Affairs Minister, after their decision

Mr. Macmillan, Chairman of the Prime Ministers' Conference

# THE VOICE OF THE COMMON

## GREAT BRITAIN

South Africa's decision to withdraw from the Commonwealth on May 31 —the date the Union is due to become a republic—was announced after three long days of discussion at the conference in London last week.

The official communique stated: The Prime Minister of South Africa informed the other Prime Ministers this evening that in the light of the views expressed on behalf of other member Governments and the indications of their future intentions regarding the racial policy of the Union Government, he had decided to withdraw his application for South Africa's continuing membership of the Commonwealth as a republic.

## CANADA

Canadians were reported as saying they could not be displeased that the break had come. Mr. Diefenbaker was to make a statement in the House of Commons in Ottawa on his arrival home last Friday.

## AUSTRALIA

Mr. Menzies went on record with these words: " This is a very unhappy day for those who attach value to the Commonwealth as an association of independent nations, each managing its own affairs in its own way, but all co-operating for common purposes.

" The criticisms which we all had to make of South African policies were plainly expressed in the Conference in a debate which took place with the complete concurrence of Dr. Verwoerd. The debate was of a frankness and intimacy which, in my experience, is possible only in a meeting of Prime Ministers. It is, I think, deplorable that it can never be conducted in such a forum and atmosphere again.

" What the implications for the future nature of the Commonwealth may be, we do not as yet know. For myself, I am deeply troubled."

## NEW ZEALAND

"Although I feel strongly on the question of race relations," said Mr. K. J. Holyoake, " I must say that I have nothing but profound regret that one of the foundation members of the Commonwealth, with whom New Zealand has always had friendly relations, should have felt it necessary to sever the formal bonds that have linked us together."

## INDIA

South Africa's departure was viewed with regret by Mr. Nehru, but the Indian Prime Minister felt the policy of apartheid was incompatible with membership of the Commonwealth, as he understood it.

## GHANA

President Nkrumah had always hoped it might be possible to persuade Dr. Verwoerd to modify his apartheid policy, said a spokesman of the Ghanaian delegation. He certainly took no enjoyment in South Africa's withdrawal but viewed it with sorrow.

## MALAYA

The Prime Minister, Tunku Abdul Rahman, declared: " It is a good thing that South Africa has left the Commonwealth of her own accord. The Commonwealth can now mean something and play its part, as a result of this stand, for the peace and good of mankind. . . . With apartheid out of the way, the Commonwealth can now become a living force. I for one can go back and face my people with a clear conscience."

## NIGERIA

Sir Abubakar Tafawa Balewa expressed the view that the decision would be welcome to all Nigeria. They had done their best to convince South Africa of the wrongness of her racial policy, which the whole world had justifiably condemned. South Africa's decision to leave the Commonwealth club was " a blessing in disguise." Rather than disintegrate, the Commonwealth would " continue to grow from strength to strength."

## SOUTH AFRICA

In his speech Dr. Verwoerd declared: " This free association of states cannot hope to survive if instead of devoting itself to co-operation on matters of common concern, Commonwealth Prime Ministers are going to continue the practice of interfering in each other's domestic affairs and if their meetings are to be made the occasion for attacks on fellow-members. Such practices will, I venture to predict, lead to the eventual disintegration of the Commonwealth which all would regret."

Mr. Menzies—" a very unhappy day "

Dr. Nkrumah arrives at Lancaster House

Tunku Abdul Rahman, of Malaya

Sir Abubakar Tafawa Balewa, forthright opponent of apartheid

# WEALTH

After the Conference the following statement was issued by the South African Prime Minister: " My decision was taken not only on behalf of South Africa, her honour and her interests, but also in the interests of our friends in the Commonwealth, particularly the United Kingdom. I could not place them in the invidious position of having to choose between South Africa and a group of Afro-Asian nations.

" It is better for all of us that the good relations, economically and otherwise, between South Africa and the United Kingdom should be retained and strengthened by bilateral agreements and co-operation, as in the case of Ireland, than that the presence of South Africa should embarrass Great Britain in her relations with the newer members. The same holds true of South Africa's relations with other older members.

" I have good reason to believe that this will be the case.

" At no stage was there any doubt that the question of republic or monarchy was of no importance. Although this change was made the peg on which to hang the attack, it was clear that something similar would have developed soon, perhaps in the form of a motion for expulsion.

" It also became very clear that the attack was in its ultimate objective aimed at any policy differentiating between the races, politically and/or otherwise, and not only at that of the present Government of South Africa.

" Full political and social equality of all races in one mixed society quite soon was the acknowledged objective, whatever precipitating forces this development might set loose."

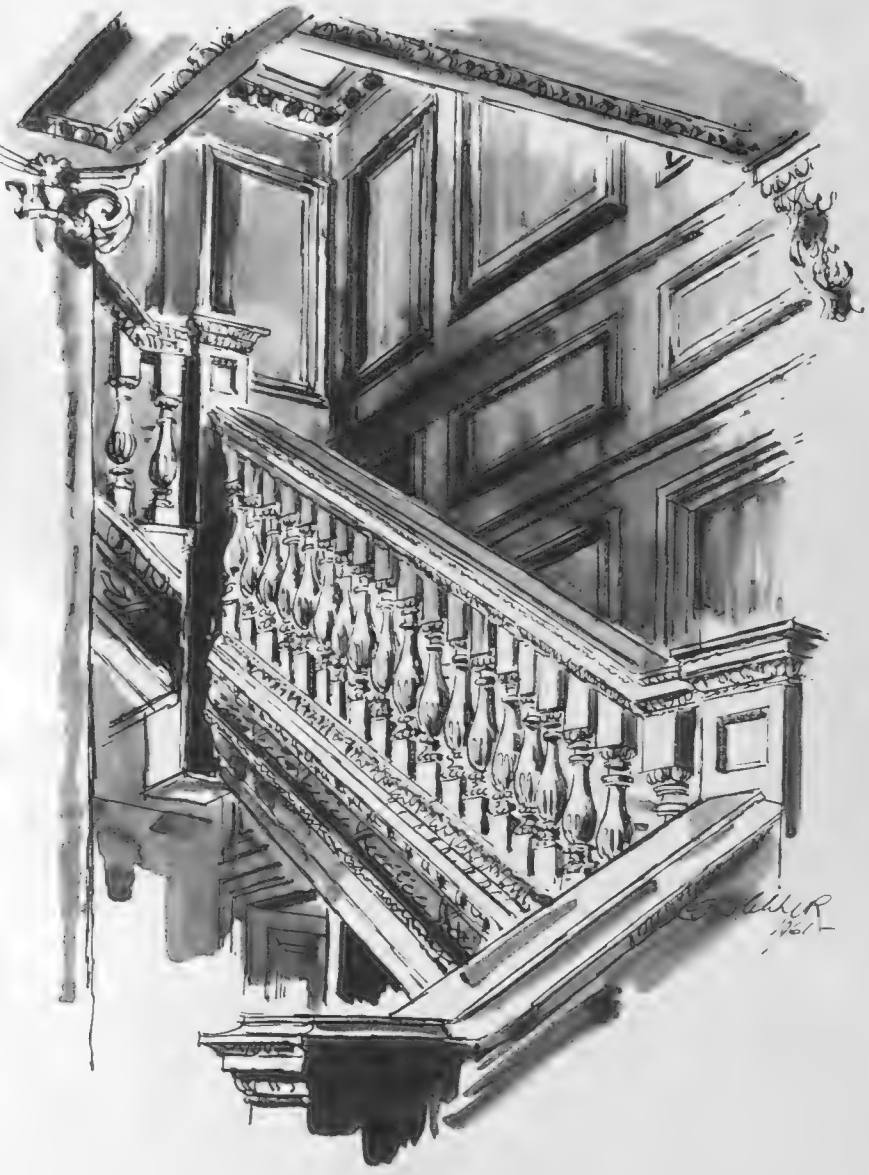
President Makarios of Cyprus, the new member, arrives to take his seat

## CYPRUS

With an area of 3,572 square miles and a population of about 550,000, the island in the eastern Mediterranean is the smallest of the independent members of the Commonwealth, to which it was admitted on March 13. But it has one of the longest histories among the members. The Phoenicians colonised Cyprus long before they touched the coast of Britain. The Ancient Greeks, with their eyes for beauty of all kinds, understandably dedicated the island to the Goddess Aphrodite. In their turns, Persians, Romans, Venetians and Turks took possession and Cyprus was frequently a battleground. It was a Turkish possession from 1571 to 1878 when it was ceded to Britain for administrative purposes in return for an annual tribute to the Sultan. Britain annexed Cyprus at the start of the First World War and gave the Island Colonial status in 1925.

The history of Cyprus as a colony was not happy. It culminated in the bloodshed of the 1950's which was eventually ended by a display of common sense on the part of all concerned—the Cypriots, the British, the Greeks and the Turks. Archbishop Makarios, the President of the Republic, expressed the feelings of the island for the future when on his arrival in London last week he said: " The past is forgotten. In spite of the differences and bitterness of the past, our relations with the United Kingdom are now very good. We shall do our utmost in a spirit of goodwill further to strengthen our relations with the United Kingdom as well as with other participants in the Commonwealth."

President Makarios then took his seat at the Prime Ministers' Conference to add another historic moment to the story of the Commonwealth.



The magnificent staircase in No. 9, Idol Lane in the City of London

An eighteenth-century basket grate with a marble surround and ornate carving

# A LONDON MANSION

*The 18th-century premises of a city wine merchant*

## *Drawings by Geoffrey S. Fletcher*

The wartime holocausts swept away many of the architectural treasures of the City of London. Skyscrapers and functional office blocks are the order of to-day, but among them can still be found glimpses of the past. The narrow thoroughfare of Idol Lane, close to the bank of the Thames, near London Bridge, provides one of them. No. 9 in the street survives with much of its late eighteenth-century elegance and it is fitting that it should be the premises of an old-established family firm of wine merchants, Messrs Deinhard and Co. Ltd.

Above the entrance the date 1793 is inscribed but there is evidence that some parts of the house, which is now listed as a scheduled building under the 1947 Act, were standing some years earlier. Inside —as is always found in a good wine merchants—there is an air of dignity and quietness. The feature which first catches the eye in the hall is the splendidly carved staircase. Its history is by no means certain but it is generally believed that it was brought from an old mansion in Scotland by a previous occupant of No. 9, a firm of merchant bankers. Undoubtedly it is among the finest staircases in any business premises in the City.

On the first floor are the directors' rooms, with decorations and fittings of the school of Adam and of William Kent. The front windows look across the Lane to the Wren spire of St. Dunstan-in-the-East. The church was severely damaged during the war. Until then the annual Australia Day service was held there.

Down the great staircase and on to the basement, where the directors' dining-room is situated. The medieval refectory table glitters with silver and glass and on one side its edge has been worn away. (The drawing on these pages shows this aspect.) There are at least two theories about the rubbed edge. One is that the table belonged to a nobleman in the Middle Ages. When he was sitting over his food, the movements of his armour acted as a plane. The other is that the table was in a monastery and that

The office of one of the directors of the firm. Fireplace and doors a

The dining-room in the House of Deinhard. On the medieval refectory table are old German glasses. The small barrel was presented to Queen Victoria

ex the school of Adam and of William Kent

the bellies of a succession of fat monks caused the indentation. (Or it may even have been deliberately carved to accommodate the stomach of some particular weighty Brother.)

On the walls of the dining-room are old aquatints of the Rhineland and in a corner on a vast barrel is a smaller one adorned with an enamel plaque showing the Victoria Memorial at Hochheim, one of the centres of the Rhineland vineyards in Germany. Like so much else in Deinhard's the barrel has its own special story.

In the latter part of the last century, Queen Victoria was once travelling through Hochheim and stopped to rest at the foot of a vineyard, with which Deinhard's did considerable business. To commemorate the occasion a square Gothic monument was erected and the vineyard was named after Queen Victoria. She was later presented with the barrel. It passed into the hands of that inveterate collector, K. of K. —the first Earl Kitchener— early in this century and was eventually acquired by Deinhard's.

From the dining-room one passes to the glass store, once the strong room of the merchant bankers. Many of the old German glasses come from the collection of Mr. Charles Hasslacher, aged ninety-five, and the "Grand Old Man" of Deinhard's. Until recently he was frequently to be seen in Idol Lane taking an active part in directing the family business. His two sons, Alfred and Austin, and his grandson Peter are also directors.

Old painted glasses

Mr. Charles Hasslacher is the son of James Hasslacher, who started the firm in London in 1857 as a branch of the Coblenz House of Deinhard, to which he became related by marriage. The Deinhards were associated with the wine trade as long ago as the seventeenth century. Hanns Christof Deinhard of that period is immortalised by "Hanns Christof" liebfraumilch, one of the most famous wines of its type. The label on the bottle reproduces the portrait of him—with glass of wine in hand—which now hangs in the National Museum in Nuremburg. A descendant of his—Johann Friedrich — established the business in Coblenz nearly 170 years ago and soon became known as a leading exporter of German wines. Today Deinhard's in Coblenz are both shippers and growers, owning about 300,000 vines along the banks of the Rhine and the Moselle.

The two firms—in Coblenz and London—are now entirely separate organisations but are still bound together by close family associations. On a visit to the mansion in Idol Lane one learns the business is also family in the broader sense. Many employees spend all their working lives there.

BRIAN VESEY-FITZGERALD

# HARBINGERS OF SPRING

" One swallow does not make a spring," they say. It is an ill-remembered quotation. Correctly, it should be " one swallow maketh not summer." But that dates away back to John Heywood, *circa* 1565, so it is not really surprising that it should have been altered a little over the centuries. Anyway, it is true enough. The main body of swallow arrivals reaches our shores in April—and then it is spring—but single birds often arrive much earlier. An early lone swallow should always be regarded with suspicion.

But one chiff-chaff does make spring: at least, in my part of the world. A most reliable bird, the chiff-chaff, and one whose arrival is eagerly awaited by all bird-lovers. There is a considerable rivalry among bird-lovers to be the first to report the bird's arrival. I do not bother about " firsts " myself. In any case, a few chiff-chaffs spend the winter most years in our south-western counties, and I think that very early records are probably of these birds moving northwards again. But in most years I do find myself listening for the first sound of the chiff-chaff, that cheery double note ringing down from the oaks, round about the middle of the second week of March.

Or rather, to be precise, I begin to listen for it a week to ten days after I have seen my first wheatear of the year. The wheatear comes first, the genuine harbinger of spring, and then the chiff-chaff, and a week to ten days after the chiff-chaff the willow-warbler. The order never changes, and the time between arrivals is always pretty much the same. My earliest date for the chiff-chaff is March 13; my latest, March 29. But usually I hear him between the 19th and the 22nd, and surprisingly often actually on the 21st, which is the first day of spring.

A willow warbler singing. **Right:** A wheatear
*Photographs by Eric Hosking*

You hear the chiff-chaff long before you see him. When you do, are you quite sure what you have seen? The three leaf-warblers (chiff-chaff, willow-warbler, wood-warbler) are very much alike; small, graceful, greenish-yellow birds, as like as peas in a pod. There are slight differences between them—the chiff-chaff's legs are a little darker than those of the willow-warbler, for example—but it requires a more expert eye than I possess to be absolutely certain what you are looking at. The songs, however, are quite different, and by their songs you may know them. All the same, when you are listening eagerly for the first chiff-chaff of the year, it is easy enough to be misled by a distant coal-tit. Oh, I know that sounds ridiculous. Once you have heard the chiff-chaff clearly, well, it is nothing like the coal-tit. But I am old enough now to admit without shame that more than once I have been over-anxious and misled by a distant coal-tit. I feel pretty sure that I am not the only one.

The wheatear is different. In my experience, you see the wheatear before you hear him. What you see, skimming away before you, low to the ground, is a white blob: the white patch above the tail. The moment the bird settles, usually on a clod of earth or some similar slight eminence, the white patch vanishes. It is a bird of open spaces, downs and sand dunes and bare hillsides, and is not much given to perching on trees or bushes. But then, as he stands boldly upright, bobbing like a robin and flirting his tail, you have opportunity to admire one of the most handsome of all British birds.

His back is blue-grey, his breast creamy-buff: the two separated by the broad, black band of the wings. His neck and chin are chestnut, and on the sides of the face are pencilled lines of black and white, sharply contrasted. (The name wheatear, by the way, has nothing to do with cornfields; but with the colouring, with that white patch above the tail, seen as the bird goes away from you. " Wheat " is merely " white," and " ear " is a euphemism for a four-letter Saxon word not now used in polite society—but, maybe, you have read D. H. Lawrence.) The hen, by comparison, is rather a dingy little bird, buff and brown. But she, too, has charming, bobbish ways.

Rather surprisingly, perhaps, for there seem to be just as many hens as there are cocks, there is considerable competition for the hens. So the cocks fight. They run—or rather, hop so quickly and smoothly that it looks as if they are running towards each other, full of belligerence, but they take jolly good care never to come into contact with each other. Just as you think that there must be a violent collision they swerve apart, and there is a yard between them quicker than the eye can follow. Everything seems to depend upon fierceness of aspect, though neither looks in the least fierce to the human eye, for after a while you will notice that one bird turns aside and flies away, closely pursued by the other. The pursuer never overtakes the pursued; he is content just to drive him off.

The process may be repeated four or five times, perhaps more, but in the end the pursued gives up and goes away to try for some other hen. The hen, meanwhile, stands unmoved, though bobbing up and down every now and again just like a robin, presumably to keep the cocks up to the mark. She has nothing to worry about. One or other of those cocks is going to be her mate, and she gives the impression that she could not care less which.

There are no wheatears near my home. The nearest place where I may be sure of seeing them is some sixteen miles away. Each year, early in March, friends let me know when they have arrived, and as soon after that as possible I drive over and spend some time watching them. Not just because the cocks are such beautiful birds, but because I am fascinated by their courtship antics and by the performance of the mated cocks, which Selous described so aptly as a " lyric frenzy."

I am fascinated, too, by the song of the cock. The call note is a harsh *chack*, *chack*, not unlike that of the stonechat. But the song is much superior to that of the stonechat and, indeed, to those of all the other British chats. Not that one could possibly call the wheatear a good songster: rather he is an enthusiastic one. It is a short warble, delivered from some small eminence on the ground, tuneful enough while it lasts. (Wheatears are said also to sing in flight but I have not heard one myself.) But it is interrupted frequently by very harsh, squeaky notes. I think that these harsh, squeaky notes are, so to speak, genuine wheatear: the tuneful warble, it seems to me, is often mimicry of other birds.

These wheatears to the south of me seem to me to mimic skylarks: you can sometimes catch several bars of the skylark's song. They do this as soon as they arrive, before they have really had time to pick it up from the larks all around them. It indicates, I think, a jolly good memory. But there are other notes, other passages in the song, which I do not recognise at all. Are these genuine wheatear songs or are they remembered bits from the songs of foreign birds? The wheatear is said not to sing in Africa, so I suppose it 's genuine wheatear. But I like to think that, here on the Hampshire downs, I may be listening to a bar or two from the song of some exotic tropic bird, whose name I shall never know.

Near the summit of the Eiger, three of the party of four wait for the last man (bottom right) before making the final ascent together

After the descent from the Swiss peak—from left are Toni Hiebeler, Anton Kinshofer, and Andreas Mannhardt, all from Germany; and Walter Almberger, from Austria. **Below:** On the last lap, after six days on the mountain, the four men cover the last yards to the top

# EPIC CLIMB OF THE EIGER

The recent ascent of the North Wall of the Eiger in the Bernese Oberland, the first ever accomplished in winter, is a landmark in Alpine history. Since the near vertical, 7,730-ft.-high rock face was first conquered in 1938, only thirteen ascents had been made, none of them in the winter months, and the notorious Eiger had claimed a number of victims. The epic climb took six days and six hours and the party of four spent their nights on precarious perches in temperatures well below zero. Not once were they able to remove their crampons. A crowd of thousands greeted them on their return to the Kleine Scheidegg Hotel. The Eiger is known as the Ogre: the ascent of its north face has for long been regarded as the supreme challenge of the Alpine climber. It is fraught with the dangers of falling rocks and avalanches and vertical walls of rock coated with ice.

# OFF TO NEW ZEALAND

By **JANET DUNBAR**

Steam rises from the geothermal area at Wairakei on North Island

Exploring an ice cave in the Tasman Glacier in the Mount Cook area

A wonderful climate, beautiful scenery, friendly people: these, I had often heard, were New Zealand's three great assets. I found the claim to be true. In a month's tour of the country I was warm, I travelled through scenes of unmatched beauty, and I loved the people.

The BOAC jet on the first part of the flight from England had been very British (except for the food, which was good): the passengers kept themselves to themselves, the stewards were courteous. I changed at Singapore to Qantas jet, unmistakably Australian, equally efficient, with an American flavour of bonhomie, and an added accent on the drinks (free in both cases). TEAL, from Sydney to Auckland, was authentic En-Zed; it had a British feel without the stuffiness, and the stewardesses made time to stop for an occasional chat, not because they were being paid to be sociable but because they wanted to.

Auckland first appeared as a variegated pattern of trees and houses on a tongue of land between two harbours. Bright sunlight shimmered between sea and sky: I was told afterwards that the Maoris call the larger harbour the Sea of Sparkling Waters, and that is how I shall remember it. Ships from all over the world come to its wharves. If you are ever on a cruising vessel which calls at Auckland, drive up Mount Eden for the glorious view—a panorama of the city, its suburbs climbing gentle hills, and Rangitoto, an island which rises to 800 ft., making a dramatic centrepiece in Waitemata Harbour.

The ideal way to see the country in a limited time is to travel by plane and hire-car. I had planned my itinerary beforehand with the New Zealand tourist department in London, and I think I saw all the highlights, with time over to relax and enjoy the charming hospitality which you find everywhere.

An excellent main road runs south from Auckland to Hamilton, an undistinguished little town important to the tourist mainly because it has an airport. I was to fly later from here to Wellington, but first I made a circuit of one of the most spectacular areas of North Island. The highway branches into a network of roads at Hamilton, and I drove south to Waitomo, where the attraction is the caves. The remarkable one is the Glow Worm Cave, with its living canopy of these luminous creatures. An underground river flows here, and you enter by boat which is silently propelled by means of a wire round the walls. The entire roof of the cave is hung with thousands of tiny blue lights. Reflected in the water, they have an eerie loveliness which is like nothing else you 've ever seen.

Waitomo is one of those places which has a host-panel of residents who welcome visitors into their homes, to give them an idea of how typical New Zealanders live and work. A pleasant institution. I went on next to Tongariro, the National Park about 100 miles south of Waitomo. Here is a moonscape of tussocky plains and volcanic mountains. Ruapehu, about 9,000 ft., is the highest; Ngauruhoe, not far away, is liable to blow its top, as it did in the '40's, and there have been intermittent minor eruptions since. The whole district is a complex of gorges, canyons, woods and forests. A wild, impressive place.

The famous geysers (*guy*-sers!) are mostly concentrated at Wairakei, on the way north to Hamilton. There are bursts of geothermal steam everywhere; the earth blossoms with puffs of cloud. A power station has been constructed to harness this source of natural heat, and power is already being generated from geothermal sources.

At Rotorua you see the Maoris in full fig. They are New Zealanders of Polynesian stock, and great efforts are made by the older Maoris to preserve their ancient traditions, especially their carving skills, singing and mime-dancing. In this town you can see fine specimens of their meeting-houses, adorned with painted carvings. The people give concerts, wearing the native *piupiu*—skirts made of flax reeds. But in everyday life they can only be distinguished from other New Zealanders by their broad, characteristic features; there are Maori doctors, teachers, architects, artists, as well as Members of Parliament.

I was invited to join a party to make an expedition to the bush some miles out of Rotorua to shoot wild pig and game, but I am no sportswoman. I would dearly have liked to be a fisherman, though: it was tantalising to be shown large rainbow trout darting along in the clear water of numberless streams, and not to have the skill to catch any. I was shown tiddler-sized trout in a hatchery, and two and three pounders in a control stretch of a river. Jack, my driver, told me he actually canned trout. But he knows how to catch 'em.

From Hamilton again, I went by domestic airline down to Wellington. The capital of New Zealand is handsomely situated in a frame of hills, wooded peninsulas, wide waters; it must be one of the most charming ports in the world. It is surrounded by little bays where you bathe, and other bays where you sail; and altogether, if I hadn't crossed the world to see both parts of New Zealand, I doubt if I should have left Wellington. The public relations officer for Nelson, John Wheeler—a Cambridge blue, ex-R.A.F.—came from Brighton and is now an enthusiastic New Zealander. He did not attempt to " sell " me Nelson: he just showed it to me. It is one of the sunniest places in the country, with an average of 2,500 hours of sunshine, and is a favourite holiday resort, with fine sand beaches, parks and gardens, a backdrop of hills. Nelson has an active host-panel for visitors, and if you

Holiday makers on the beach at Mount Maunganui not far a

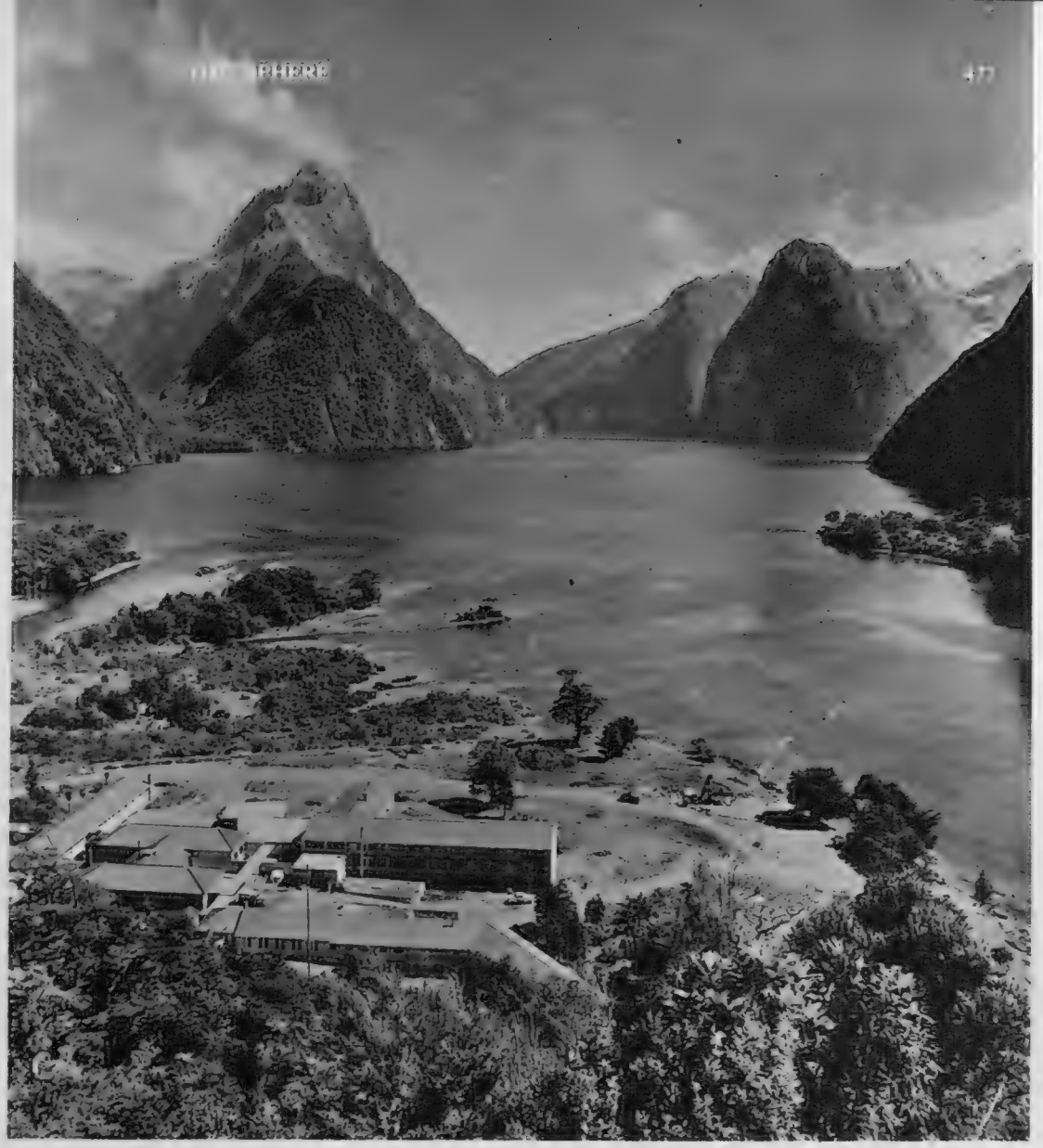
receive such kind entertainment as I did, you will remember this delightful town with similar affection to my own.

From Nelson I flew west, to the coastline, then south, so I was able to follow that tremendous, desolate stretch from the comfort of the plane. Inland rose the snowy line of the Southern Alps. We began to fly towards them. The afternoon was waning, and I stopped for the night at the comfortable hotel near the Fox Glacier. Next morning, which broke clear and cloudless, I sat just behind the pilot in one of the small, mountain-hopping planes based at Fox, and was flown up and over icy ridges and gleaming snowfields, to be landed at a splendid luxury hotel, the Hermitage, in the valley below Mount Cook. The Hermitage is one of a chain of nine Government tourist hotels—the Chateau at Tongariro and the Wairake Hotel are others—which provide a high standard of food and comfort for travellers.

The Maoris called Mount Cook "The Cloud Piercer," and I noticed that even when a scarf of cloud blurred the shoulders of the mountain, the summit always stood free. It is a magnificent mountain, part of a massif with three peaks, the highest region of the Southern Alps. You can be flown up to one of the glaciers, if weather conditions are suitable. I went for a walk towards the scree on the skirts of one of the foothills, and was superbly rewarded by coming across a Mount Cook lily, its cool whiteness shining in the green dusk of a wood.

New Zealand flowers are neither exotic nor flamboyant: they match the country in gaiety and freshness. All the way from Auckland I had seen broom on the banks and hillsides; from Nelson onwards had come the wild lupin, pale yellow, growing in great clumps. Both, I was told, were noxious weeds—*weeds*! Now, in South Island, the manuka trees were in bloom, the branches covered in pale pink or speckled cream. I saw the pinky-mauve rata, and hedges of fuchsia in one place; and one day I'm going back to see the pohutukawa trees flame in North Island.

The road from the Hermitage to Queenstown had better be mentioned, though it is nearly unmentionable: the dust gets through your clothes to your skin. The sooner "they" seal that road and make it fit for fast travel, the better. Still, it was worth the hour-long drive, because this is gold country; you can see the miners' diggings, and the tailings they left behind. There is also a Gold Museum in one of the old settlements. The day was made for me by coming to Roaring Meg (a river), and Gentle Annie—I've forgotten what that was, but the name sticks. I am told that there will be an air service over the route by the end of the year; you will be able to fly from Te Anau to Christchurch. But you will miss Roaring Meg and Gentle Annie.



The luxurious Hotel Milford at the head of Milford Sound on the west coast of South Island

Queenstown, on Lake Wakatipu, is a noted resort. The scenery comprises a never-failing combination for beauty, curving water reflecting a rampart of hills, the whole dappled in sunshine. The Remarkables are unremarkable, as mountains go, but take a plane over the stunning ranges to Milford Sound, one of the fjords on the west coast (which has one of the Government hotels: recommended) and you will see something. A wild, wild complex of towering ranges, canyon-like valleys, lakes tucked away in pockets on the plateaux, and the enchanting Sutherland Falls, which cascade nearly 2,000 ft. down from Lake Quill. You wonder where on earth you are going to land, but the pilots on that run know where to find the airstrip behind the hotel.

Milford has scenery—and sandflies. Don't underestimate these pests. As well as your camera and good walking shoes, take lashings of barrier cream. Well protected, you'll find the fjord miraculously beautiful—otherwise, not. From Queenstown, a good road runs to the coast and up to Dunedin, a place which needn't detain you long.

Christchurch should be visited; in fact, I would suggest flying from Queenstown to Christchurch, and spending a day or two wandering through its parks, and along the banks of the Avon. It is called the Garden City of New Zealand, and my own recollection of it is shot through with colour; of all the lovely gardens I saw in the country, the loveliest were in Christchurch—with the exception of Mrs. Jack Newman's garden in Nelson.

From Christchurch you fly to Sydney and so home. As for me, all I wanted was to turn back and do it all over again.

om Tauranga in the Bay of Plenty

## WAYS OF TRAVELLING TO NEW ZEALAND

You can go by ship to New Zealand either via Panama across the Pacific, via the Suez Canal, or via South Africa. The only direct east-bound service is by the Shaw-Savill Line, calling at Cape Town. If you want to go by way of the Suez Canal by the P. & O.-Orient Line, you can only go as far as Sydney, Australia, where you would have to change and continue by another line to the port of your choice in New Zealand. The *Canberra*, however, on her maiden voyage, leaving Southampton on June 2, is calling at Auckland.

A local line provides a fortnightly service, but a number of ships of other lines sail between Sydney and New Zealand, so that the service is fairly frequent, every four days or so. There are cargo ships on which passages can be arranged to New Zealand from this country, via Suez, and there is also the service offered to Sydney by the Lloyd Triestino Line from Genoa.

The direct service offered by the Panama route is maintained by the New Zealand Shipping Company and the Shaw-Savill Line, with an occasional sailing by the Nederland Royal Mail Line. Typical off-season fares applicable to sailings from March 1 to June 30, across the Pacific to New Zealand, are £215, first-class single; £120, tourist-class single. On one-class ships the single fare is £145 for the same period. Via Cape Town, the off-season single fare, first class, between February 1 and June 30, is £185, and at other times, £245. There is no reduction in tourist class for the off-season, the single fare being £157. If you want to travel via Suez to Sydney on the *Orcades*, for example, the reduced fare between January 1 and May 31, first class, would be £240, single, but a supplement of £35 is charged if you sail on the *Oriana*.

You can travel by air to New Zealand by direct flight to Australia, by BOAC or Qantas, or indirectly to Australia, eastbound, via Amsterdam or Paris, by KLM or Air France, or westbound by Canadian Pacific Air Lines, Pan American Airways, or Trans-Canada Airlines. From Melbourne or Sydney you would have to proceed to Auckland, Christchurch or Wellington on a TEAL flight, a local service. The economy return fare to New Zealand is £455 8s.; the first-class return fare, £711. You either travel to Australia westbound or eastbound. There are a number of services each week.

W. D. C. C

# THE PUBLIC SCHOOLS

*The two articles on the Public Schools by Victor Bonham-Carter, published in* The Sphere *on February 25 and March 4, have resulted in considerable correspondence from teachers and parents. Most of the letters have been critical of the Public Schools as they are to-day and have offered suggestions for their future, especially regarding their relationship with the State system of education. A first selection of opinions is published on these pages, with Mr. Bonham-Carter's comments. More will appear at the beginning of the summer term in the issue of* The Sphere *for May 13. Letters for publication on this date should be sent by April 18 to: The Editor,* The Sphere, *13-15, John Adam Street, London, W.C.2. Later Mr. Bonham-Carter will be writing an article summarising his conclusions from the correspondence and giving his further views on the public schools.*

**From Mr. T. R. Garnett, Master of Marlborough College, Wilts.**

It seems to me that the articles tend to perpetuate fallacies and assumptions which cloud the issue. The real distinctions are between good schools and not such good schools ; and between day schools and boarding schools.

The fact that only a comparatively small number of boys attend independent schools is irrelevant, unless you think that all minorities are reprehensible. In a sense all minorities are privileged whether they choose to spend their money on a particular sort of education or on breeding a particular sort of racing pigeon.

It always seems to me odd that while on the one hand local education authorities will complain of a shortage of school places or of the impossibility of reducing the size of classes, they do not rejoice that some parents help to reduce their difficulties. Why can they not say " It would cost, say £X a year to provide a place at school for your boy. Here is £X. If you can use it at another school, so much the better for us." ? Indeed, I think there would be a great deal to be said for turning educational finance upside-down, and saying that there should be an educational allowance for every child, which could be spent (on compulsory education, of course) as the parent wishes.

As to the distinction between day schools and boarding schools, I certainly should not maintain that boarding education is the right sort of education for every single child: but there is evidence that the demand for such education is increasing. Many of those who seek boarding secondary education for their children are very busy people who find that they cannot give enough time to their children during term-time and believe that they will get a fuller life at a boarding school. Already there is a need for more boarding schools to meet the demand. Many who would like to send their children to secondary boarding schools cannot (or think they cannot) afford it. The provision of an educational allowance, such as I have suggested, would often just tip the balance: and if there are more schools, the problems of selection become much less difficult.

Let us, then, get away from the term *public* school, which means practically nothing and merely stirs up emotions on both sides.

**Victor Bonham-Carter:**

I do not agree that the fact that public schools cater for such a small proportion of the population is irrelevant.

1. In my view education is a birthright, which should be available to all, irrespective of income or social standing. Thus, public schools should be open to all who would benefit from that type of education, particularly boarding. The criterion should be the suitability and circumstances of the pupil, nothing else. At the moment, many who would certainly benefit, are kept out because the parents cannot pay the fees.

2. Presumably the educational allowance would be equal to the cost of a day pupil at a State secondary school, namely £84 10s. per annum under fifteen and £147 10s. per annum over fifteen.

3. I agree that boarding suits some children and some parents better than others—see the letter from J. C. Royds, which enlarges on this point. I also agree there should be more boarding schools.

**From Mr. A. E. Foot, Headmaster, Ottershaw School, Surrey.** (*Mr. Foot was previously an Assistant Master at Eton and Headmaster of Doon School, the Public School for Indian boys at Dehra Dun. Ottershaw was the first maintained boarding school to be established in England.*)

First, the development of personality and character: this is bound to be far more possible in a boarding school than in a day school. Mr. Bonham-Carter says that in a public school most teachers are expected to contribute generously to activities outside the classroom, to an extent which is not possible in a State school. He should have said day school, not State school. Actually it is only masters who want to devote time to help with boys' activities outside the classroom who will readily work in a boarding school, and a successful boarding school master will not be happy with the very limited opportunities in a day school.

Secondly, he hinted at, but did not emphasise, a point which I believe to be important; once a boy is admitted to a boarding school he is in an environment where his own personal qualities are the only things that matter, and the financial or social status of his home make no difference to his opportunities to take full advantage of the facilities of all sorts in the school. That is not the case in a day school. In a day school some boys will do a paper round before breakfast, and when they are older will earn their pocket money in a Saturday job. Some boys will have to do their homework in a crowded living-room; others will have a room of their own. Some will spend over half their waking hours in an atmosphere of culture and, possibly, gracious living. Others will be in a family where the only culture is what they bring from school.

Thirdly, the real factor which causes the separation at an early age of the boys who go to public schools is the requirement of Latin and French in the Public Schools Common Entrance. In the State system languages are only started at the secondary stage after the age of eleven. At Ottershaw boys enter from preparatory schools, grammar schools or secondary non-grammar schools between the ages of twelve and fourteen and, as the parents pay the boarding fee on a scale according to their income, there is no financial obstacle to the admission of boys from a wide range of economic backgrounds.

**V. B.-C:**

1. I should like to point out that most State schools are day schools, except grammar schools, which may be part-day and part-boarding. Ottershaw School, is an exception in that it is a boarding school, of a public school type, under a local education authority.

2. I am not convinced, unfortunately, that a boy at a public school is totally unaffected by his financial and social circumstances at home, although he will certainly not be deprived of the facilities available at school on that account.

3. I would like to deal with the very important question of age of entry and the appropriate examination in a future issue.

**From Mr. E. E. Sabben-Clare, Headmaster, Bishop Wordsworth's School, Salisbury.** (*This is a Voluntarily Controlled Day School.*)

At the moment too many parents with money enough for school fees are convinced that by choosing a public school education for their children " they are getting the best return from their investment." Such parents include plenty of those who have not been to public schools themselves and even of those who are strong critics of the public school system. And too many middle-class parents with sons of ability plump automatically for public schools, whether they have enough money for school fees or not. Hence a deflection, particularly in small towns and country districts, of many boys of ability who could do well at grammar schools and be of great service there. The remedy is surely the speedy further improvement of the grammar school, especially by changes to achieve the following:

(*a*) More teachers per pupil. The staff ratio in public schools is often about one to twelve; in grammar schools usually about one to eighteen.

(*b*) More pay for teachers. The Burnham basic scale is £520 to £1,000 a year. Extras may give another £200 or so and there are various allowances for posts of responsibility carrying up to a little above a further £400. It is only very rarely indeed that flats or houses are provided. Public school scales are usually well up to or beyond these figures; at any rate one or two public schools have a basic scale going up to £2,000. In addition a house is often provided, in many cases free of rent, rates and repairs.

Founders' Day at Harrow. Each boy raises his hat as he files past the Headmaster, Dr. R. L. James. This is a ceremony of long-standing tradition at the school in Middlesex which was founded in 1571 as a grammar school by John Lyon, Yeoman of Preston, under a Royal Charter from Queen Elizabeth. To-day it has 636 boys. Among its most famous Old Boys are Sir Winston Churchill, Mr. Nehru and Lord Alexander

## *Controversial correspondence and Victor Bonham-Carter's replies*

Pupils in the library at Bedales, the co-educational school near Petersfield, in Hampshire

(*c*) More boarding places, for those who need them.

(*d*) More ease of entry into the grammar school from the preparatory school in addition to the primary school. Eleven-plus candidates from the preparatory schools might be allowed to take extra papers covering the subjects they have studied in addition to the arithmetic and English which are the staple fare of eleven-plus examinations. The boy who has studied, say, French and Latin, does not have a chance of showing his knowledge although, if he does come to a grammar school, ability in these subjects will probably be of immediate help to him.

The right way to reduce the public schools system to proportions in which it remains as a stimulus to the State schools but presents less of a social problem is to put the grammar schools in a better position to compete.

**V. B.-C:**

I propose to deal with the question of the age of entry to secondary modern, grammar and public schools in my final article later, as I believe this to be of the utmost immediate importance. It is also hoped to publish a letter from another grammar school headmaster on the eleven-plus examination and selection for secondary schools.

**From Mr. J. C. Royds, Bryanston School, Blandford, Dorset.**

" Self-made " parents sometimes don't believe in any particular sort of " education " but make use of the public school, not only because of its snob value (for themselves, and for their families) but because they realise their judgment is bounded by prejudice. In other words, they give their sons what money can buy because their business associates or social equals all do the same and because they don't want their sons to feel in any way let down. Family solidarity—a familiar motive for sending sons to " family schools "—plays a part here, too. Such parents may also feel an instinctive prejudice against something for nothing; not so much because you have a hold over the service you pay for, but because the whole notion of free education is somehow wrong.

There must be many executives, etc., who live lives so hectic that they and their wives feel they can't provide the sort of home life boys need—a boarding school is the only answer. Perhaps in these days parents find their children more of a handful than was the case in the past. The conscientious parents who feel lost in the alien world of the adolescent of the '60's can do worse than take refuge in the public school " system." Several mothers have talked to me of the rackety sort of social life they and their husbands are bound to lead (stage, TV, films, advertising, and so on) and the need to get their sons out of it for at least eight months in the year. Some parents cannot solve the moral problems of this age in their own lives and attitudes and have a rather pathetic romantic faith in the wise, strong, certain, and mildly Christian disciplines of their chosen public school. They would frankly assess themselves as living on moral capital and so try to find a school that has, they think, a more positive ground for decent behaviour and constructive living than they can offer their sons. I have not forgotten the working wife: quite a common creature these days at the higher-income level. She has neither the time nor, quite likely, the inclination (possibly not the aptitude) to look after her sons and a boarding school is therefore a must.

Dr. Arnold's axioms are still the thing: but intellect *has* moved up the ladder; and indeed most public schools would be afraid to commit themselves, even in these days of boom, to a plain statement of priorities. I am a bit suspicious of your separation of internal and external development. Internal development, especially, is very much the product of external development. Does the boy make the environment or the environment the boy? Neither the one nor the other—the thing is more complex than that—but each has *influence* on the other and in varying amounts depending on the individual(s) involved.

The objective plus subjective distinction you make is misleading.

**V. B.-C:**

I accept the argument that there is no hard-and-fast distinction between internal and external, but I do think they constitute two approaches to the one subject. In other words, a school should encourage a boy to develop his capacity as an individual, as well as teach him how to live with his fellows. These two are not necessarily identical.

**From Mr. Richard Musman, Bedales School, Petersfield, Hampshire.**

The lumping together into watertight compartments of secondary modern, grammar and public schools too often carries with it assumptions of superiority or inferiority based on ill-founded prejudices. There can surely be no other country in the world where the snob value of schools counts for so much. In fact, snobbery and its corollary, inverted snobbery, are inevitable in a society whose classes are segregated during the formative years. The evils of such a system should not be minimised. For one thing, it encourages a kind of extended nepotism. Take a glance at the personal columns of *The Times* any day. Presumably the " presentable, self-reliant " young men who seek posts of " responsibility " consider their chances of success slender unless they add the magic formula, " Public School." It appears, too, that there is an increasing number of employers of grammar school origin who reject, on principle, applications from public school boys. Both the old school tie and State-educated employer are likely to justify their action on grounds of expediency. They are looking, they will say, for a man " with the right background."

There are some grammar schools which are far more enlightened and progressive than the majority of public schools. There are a large number of grammar schools which have few of the best features of the better public schools, and yet others—particularly grant-aided grammar schools—which try pathetically to create Arnold traditions of their own. The refinements and gradations of snobbery which result are infinite. There is a great wastage of talents, not only because the wrong candidate for a job is too often picked for the wrong reasons, but because even to-day an intrinsically excellent candidate can be inhibited by lack of self-confidence, if he is without the status of a " good " school.

Parents' eyes should be opened to the deficiencies of the inferior fee-paying schools. It is ludicrous that such a vast amount of money should be sacrificed each year to give Johnny a " good start in life," when all but a hollow prestige could be got for nothing at the local grammar school.

**V. B.-C:**

Basically there is no real difference between a public school and a grammar school. Both are secondary grammar schools, with the public schools placing the greater emphasis on boarding. The main difference lies in their degree of independence or otherwise of the State (Ministry of Education or local education authority) in the matter of finance and control of places and policy. I agree with Mr. Musman and other correspondents that public and grammar schools should come much closer together, in the way they are run and in the kind of boys they take. This would help mitigate useless snobbery, though never remove it completely—that is too deep in human nature!

**TRAVEL**

# BY THE BRIDGES OF PARIS

By **GORDON COOPER**

Looking upstream from the roof of Notre-Dame—the bridges across the Seine, from the foreground, are Pont de l'Archevêché; Pont de la Tournelle; Pont Sully; and Pont d'Austerlitz

Each time I return to a favourite city I have the habit of going for a particular stroll: along Princes Street, in Edinburgh; to Merrion Square, in Dublin; around my favourite fountains in Rome; and along the Left Bank of the Seine, in Paris. For anyone with a limited time in the French capital I think nothing is more rewarding than this walk. Many of the finest views in Paris are to be seen from here and a majority of the antiquities are within a stone's-throw. There is also the fascination of the Paris bridges.

There are thirty-two of them across the Seine within the boundaries of Paris, starting with the Pont National upstream, and ending with the Pont-Viaduc d'Auteuil downstream. Part of the intervening walk, at both ends, passes through industrial districts which are hardly of any interest to the ordinary tourist. I suggest, therefore, that this total distance can well be cut in half, and that if you set out from the Pont d'Austerlitz and conclude your itinerary at the Pont d'Iéna, then you will have enjoyed an experience which is listed by no travel agent but which will give lasting impressions of a Paris that is beyond the ken of the day tourists.

The Pont d'Austerlitz, built under Napoleon, leads on the Left Bank to the green Place Valhubert and the entrance to the Jardin des Plantes, originally established as a medicinal herb garden, but transformed to a natural history museum in 1739. It now consists of 75 acres of botanical gardens, a rather depressing zoo and a museum. It was the animals from this zoo that provided some of the extraordinary dishes offered in restaurants during the siege of Paris in 1870-71.

The Pont Sully comes in sight, joining the tip of the Ile-Saint-Louis to the mainland on either side. Strangely enough, this calm island was practically uninhabited prior to the seventeenth century. To-day it still retains an eighteenth-century air and has many dignified buildings even if there is nothing of outstanding interest. To the right the Pont Sully leads to the great Arsenal Library which contains a vast collection of medieval manuscripts and a wonderful collection of books dealing with the theatre in France, including every play published in French.

Two bridges join the centre of this island to the banks, the southern one being the Pont de la Tournelle, with a lovely sweep to its centre arch. It carries the statue of Saint Geneviève, the patron saint of Paris.

Next come the three bridges right across the Seine. From the shady Square de l'Archevêché there are delightful views of the east end of Notre-Dame: the little island streets leading away from it to the north-west are among the most entertaining in Paris, some with exquisite old gateways and carved doors. The vast Hôtel-Dieu, the oldest hospital in Europe, was rebuilt in 1868 and lacks artistic appeal. The Ile-de-la-Cité, however, holds two priceless jewels: Notre Dame Cathedral and the superb Sainte-Chapelle. We owe much of the continued existence of the Cathedral to the often-criticised Violett-le-Duchs as we do to the original unknown architect. The stone carving is lovely, the stained glass breath-taking, and the atmosphere of a thousand years of devotion is strongly felt.

Compared with Notre-Dame, the Sainte-Chapelle is a miniature, but a most perfect one. Its position is perhaps difficult to locate, but on no account should it be missed, for it offers as rewarding an experience as any in Paris. Outstanding is its lovely thirteenth-century glass: their colour dazzles and almost overwhelms the senses.

To wander around the Ile-de-la-Cité is to bring you to the heart of historical Paris. It forms in a way the history of Paris. Julius Cæsar arrived here, and the Romans built here their palaces. It was the home of government for centuries, and it was the home of the Court. It was also the scene of one of the greatest of dramas, for here in the Conciergerie is the cell of Marie Antoinette before her execution.

But I must hurry you on, past the Pont-Neuf, with its delightful Jardin du Vert Galant and its statue of Henri IV standing above this restful garden. From it you look out towards the Sorbonne on one side and the Louvre on the other. Then to the metallic Pont des Arts, whence there is an exquisite view of Paris. It is along the left bank in this neighbourhood that you find a mile of old book and curiosity stalls, where one can linger by the hour, trying to find the occasional bargain. How is it that in London there is not a similar amenity along the Thames Embankment?

From the Pont du Carrousel one can just see the gardens of the Tuileries, while on the left bank are two of the most picturesque quays: the Quai Malaquais and the Quai Voltaire. The Pont Royal is perhaps the most attractive of all the Paris bridges, for it has a late eighteenth-century elegance that has never been equalled since. By the time the Pont de Solférino is reached, the open space of the Tuileries Gardens is visible. Then we come to vista after vista, for the next bridge is the great Pont de la Concorde, built with stones from the ruined Bastille in the road surface, that tyranny might for ever be trodden under foot.

After it there are four more great bridges before we reach the Pont d'Iéna (which gives the finest view of modern Paris), with the Eiffel Tower nearby. Try to arrive at this watch tower of the capital in the late afternoon, for although the structure itself is vulgar, yet from its summit on a fine day you can see as far as 50 miles; and it is pleasant, although rather expensive, to dine in the restaurant on the first floor, watching the great city below justifying its title as the " City of Light."

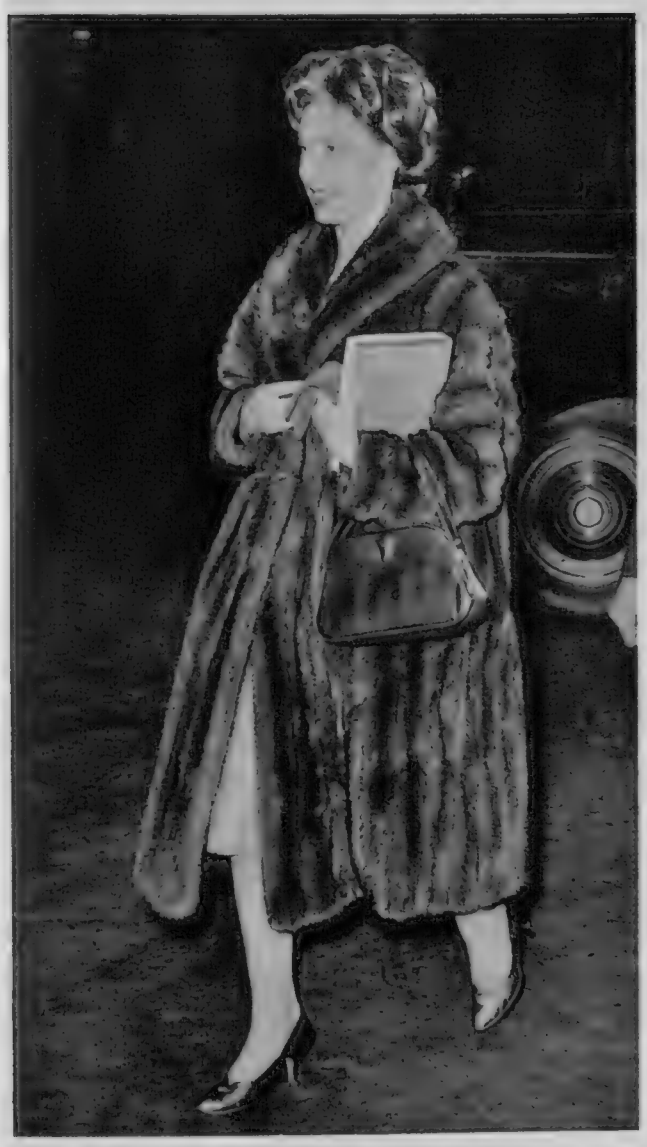
## LONDON—LAS PALMAS

British United Airways—an amalgamation of several well-established private airlines—is busy with several interesting projects, including a new direct service between London and Las Palmas, in the Canaries. At present, it runs once a week in each direction, with a refuelling stop at Gibraltar (duty-free goods shops at airport), and fares range from £66 to £79 according to season. You can also combine air/sea travel using Union Castle one way. From Las Palmas there are air and sea links with the other islands of the group. In Las Palmas itself there is the Santa Catalina (luxury category), Gran Canaria (first class, with beach), and the excellent Cairasco (second class). The new first-class Hotel Metropole will open shortly. A most interesting project is the creation of a new resort at Maspalomas, where there is a superb beach, and this should in time prove to be a great tourist magnet. Then, a few miles inland from Las Palmas, there is the delightful, modest Hotel Lentiscal (second category) which I can personally recommend for a stay.

During the Royal tour of the Borough of Poplar, the Queen and the Duke of Edinburgh visit Bryant & May's factory at Bow. Mr. B. C. Maguire, the works manager, holds out a handful of matches as he explains various processes in their manufacture. Looking on is Sir Anthony Elkins, chairman of Bryant & May (see also page 484). In their tour, the Queen and the Duke were able to see the large amount of rebuilding in the Borough

The Queen is shown round by Sir Anthony Elkins (left) and Viscount Portal of Hungerford, chairman of the British Match Corporation

# ROYAL OCCASIONS



Princess Margaret arrives at Euston Station to travel to Glasgow. She was accompanied by Mr. Armstrong-Jones. On the following day she launched H.M.S. *Hampshire*, the Royal Navy's second guided missile destroyer, at John Brown's yard, Clydebank

**Right:** The Queen Mother walks in procession to the platform at the Royal Albert Hall to preside as Chancellor of the University of London at the ceremony for the presentation of degrees

**BOOKS**

# CONCERNING WRITERS

*A variety of autobiographies; and a fine selection of novels*

It would be difficult to meet, in person or in print, a more modest author than Mr. Alec Waugh, and it is not until one is reading a volume of his autobiographical sketches and essays that one realises to what degree he has this quality. MY PLACE IN THE BAZAAR (Cassell. 18s.) is composed of pieces selected from his writings during the past forty years and arranged in a natural, chronological sequence to illustrate the course of his hard-working (forty books up to date), much-travelled life. With humour, with youthful enthusiasm and sentiment and with more mature reflection and philosophical detachment, these stories chart his progress not only as a dedicated voyager but as a writer of solid achievement.

The photograph of Thomas Wolfe which forms the frontispiece of Miss Elizabeth Nowell's biography of the writer shows his brilliant eyes and marvellously-shaped head. If I prefer another one, unpublished here but showing him in profile against a snowy New York sky with the rounded forehead and unruly hair of a Michelangelo figure, it is perhaps only because I took that one myself. Tom Wolfe was a great writer and an extraordinarily vital character, with more imagination and zest for creating than three writers could adequately have lived on. This study by his agent and friend, who also edited his *Selected Letters*, is a work of friendship and a tribute at the same time. Maxwell Perkins, who was Wolfe's American publisher and counsellor, once said to Miss Nowell that " if ever there *was* a writer who didn't need a biographer, that writer is Tom Wolfe. But," he added, " it would be hard to get Tom right." The present book, THOMAS WOLFE (Heinemann. 42s.), comes as lucidly close to " getting Tom right " as any that is ever likely to be written. It will surely and very properly be his definitive biography.

Autobiography again with Mrs. Eleanor Roosevelt's YOU LEARN BY LIVING (Hutchinson. 18s.), written in her own confident and unpretentious style, the easy manner which made her long-lived and widely syndicated column, *My Day*, such a winner. Mrs. Roosevelt has the gift of being candid without embarrassing intimacy and her simply expressed philosophies which she has found to guide her and strengthen her are highly readable. " Women have one advantage over men," she writes. " Throughout history they have been forced to make adjustments." By the end of this book one feels that there are few adjustments which Mrs. Roosevelt could not have made with grace and courage.

Adjustment is also the theme of Mr. Derek Tangye's autobiography, A GULL ON THE ROOF (Michael Joseph. 18s.), and in a very big way. It is more than ten years since Mr. Tangye, a highly successful Fleet Street journalist, and his wife, equally at the top of the tree with her post as public relations officer to the Savoy, Berkeley and Claridge's Hotels, left their London home and set out for the remotest of Cornish cottages to find solitude, independence and a totally new way of earning a living. Flower farming on an abandoned 6-acre property is not in any sense an idyllic pursuit, but by trial and error and prodigiously hard work the Tangyes are making out all right and, best of all, the life they have chosen has rewarded them.

AUGUSTUS JOHN poses beside one of his own self-portraits on show at Tooth's, in Bruton Street, London, where there is an exhibition of his works. Dating from different periods, they have never been shown before

A D. H. LAWRENCE MISCELLANY (Heinemann. 35s.), edited by Mr. Harry T. Moore, combines thirty pieces, including letters and essays, which have been written about Lawrence and which have been selected by the editor as being the most revealing of the artist and the man. A passionate and hitherto unpublished letter from Katherine Mansfield tells of her loathing for the quarrels between the writer and his wife; chapters by scholars examine his work as a writer of romance or his irony and symbolism, while another devotes his pages to Lawrence's social thinking. The result is a composite portrait and a wonderfully well-informed one. As an added treasure, Mr. Moore has included a full facsimile of Lawrence's story, *The Fox*, written in his meticulous and clearly legible hand.

CRICKET BOUQUET (Museum. 18s.) is a far jump to make but its publication is a real harbinger of summer and Mr. A. A. Thomson's stories of county cricketers, their great days and their foibles make the most pleasant of reading. It won't be long now before the cricket season opens again and this book is a most mannerly reminder of that happy fact.

Beginning with the American contingent, as a gesture to friends and neighbours, there are some remarkably good novels this week

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Since he stepped down from the Presidency of the United States eight years ago Harry Truman has not been exactly silent. How could he be with such a volatile nature? But he has been discreet about the Presidential office and about much that passed during his sojourn at the White House. In MR. CITIZEN (Hutchinson. 25s.), Harry Truman is his old, utterly frank, boisterously, hard-hitting self, and writing from the front porch of his home in Independence, Missouri, he has much to say about his successor, Dwight Eisenhower, and his would-be successor, Adlai Stevenson, none of it very charitable, but most of it shrewd. The chapter, " Six Great Decisions in Our History," evidences a bold grasp of American policy over the years. Mr. Truman clearly elevates Grover Cleveland to rank with Lincoln, Washington, and Jefferson among the truly great Presidents, hailing him as the saviour of the two-party system. Wilson and Roosevelt he praises together for " their part in leading us to our rightful place in the world."

Bryn Roberts, a fighting trade unionist of the old school, who one might almost say has the Truman touch, moves in on his own colleagues in the best modern political manner in his new book, THE PRICE OF T.U.C. LEADERSHIP (Allen and Unwin. 16s.). One of the main points of Mr. Roberts' attack is the action of the T.U.C. leadership in committing itself to assist the Tory Government in handing back the steel industry to private enterprise. This, he says, may prove the greatest disaster the Labour Movement has yet sustained. Mr. Roberts calls it " this act of surrender and abject submission," and he spares no

## PRESIDENT ON PRESIDENTS

*A new book by Harry Truman*

one in describing the course of events in which he affirms Sir Vincent Tewson " tried to square the circle." This is interesting, but, needless to say, not much good to the Trade Union movement.

David Howarth went out to the Rhodesias to write about the Kariba Dam, that enormous hydro-electric undertaking which spans the gorge of the Zambezi, 50 miles from the nearest road, 200 miles from the nearest city, and spells industrial prosperity for the heart of Africa. For the 50,000 primitive Tonga people who lived in the valley before the dam was built, and before their villages were drowned, here was stark tragedy, something that no amount of explaining could really make them understand, something, indeed, that had to reach a climax in violence. THE SHADOW OF THE DAM (Collins. 18s.) is in many ways an important book, because this tragedy in little could so easily be lost sight of against the grandeur of Kariba, behind which the waters have been backed up for 170 miles to make a new inland sea. But there are no villains to this piece; the white men charged with governing the Tonga and aiding their rehabilitation on other lands were torn between affection for the villagers and the inevitability of industrial progress. The Tonga's world may never be the same again, but one day Mr. Howarth must give us a sequel with, we hope, a happy ending.

SURFACE AT THE POLE (Hutchinson. 16s.) is the story of the U.S.S. *Skate* told by her captain, Commander James Calvert, who set out to prove that submarines could operate in the Arctic Ocean despite its heavy cap of shifting ice. Twice the *Skate* forced her way through on this difficult mission, which brought in its train perhaps even greater stresses and strains upon the men involved than upon the equipment they used.

This same aspect of stress and strain upon man and machine is the dominant theme of Constance Babington Smith's TESTING TIME (Cassell. 30s.) a study of test flying over the fifty years of development. It is a heroic star-studded record, from the early days of de Havilland, Roe, Sopwith and the Short brothers, the days of wood and wire and of spruce frames, to the '60's when we probe the barriers of sound and heat. Miss Babington Smith's study is strictly factual, and gains in force on that account.

To commemorate fifty years of the Port of London Authority, 1909-1959, historian Arthur Bryant has produced a brief but most readable and admirably illustrated survey, which has been privately printed for the P.L.A. He calls it LIQUID HISTORY, and sets out to show how this great and live authority governs the 69 miles of tideway from the seaward limits beyond Southend to Teddington Lock. It is a most impressive story of good government for ship-owner and docker alike.

**R. C. E.**

and two or three of them have the merit of being very amusing as well. Take, for instance, A GARDEN OF CUCUMBERS (Gollancz. 15s.), by Mr. Poyntz Tyler. This is a story of Manhattan which could, presumably, only happen in Manhattan—if it could happen anywhere. The hero is a butler in a big mansion who discovers that the lady in whose service he is has lost her money but, through devices of his own, is unaware of it. This highly-cultivated fellow with a real dedication to his calling, embarks on a minutely-organised career of fraud, is immensely and gaily successful and staffs the house with his initiates, all of them his faithful friends and followers. Recommended as a cheerfully amoral cure for the blues.

LIGHT IN THE PIAZZA (Heinemann. 12s. 6d.) is a short novel about an American mother and her lovely daughter during a summer in Florence. Due to an accident years before the girl, who is in her twenties, still has the mental age of ten, but a very charming ten and the mother's problem is made even more acute when a pleasant and personable young Italian falls in love with her. Miss Elizabeth Spencer writes quite beautifully and it would be difficult not to read her book at a single sitting.

Although in a different style, the same applies to Mr. James Purdy's novel, THE NEPHEW (Secker and Warburg. 15s.), which I read with what can only be described as acute enjoyment. The scene is a small American town though it might just possibly have been a small English one, and the characters are drawn with as much wit as compassion. Mr. Purdy is really a superb writer.

FIDO COUCHANT (Gollancz. 15s.) comes in to the same category of excellence, for this is a real bumper week. It is by the English novelist, Miss P. B. Abercrombie, and it is a delight; a study of two imperfect but very real marriages, made with feeling, without sentiment and blessed by the writer's very individual and humorous observation. Scenes: London and a seaside town. Time: very much the present. Verdict: read it as soon as you can get hold of it.

Mr. Michael Campbell's ACROSS THE WATER (Heinemann. 16s.) is a comedy of manners—English and Irish. Mr. Campbell as we know, has a great sense of fun and that is evident on almost every page of his new novel. What has become clearer here than in his first two novels, or perhaps it has developed more strongly, is that he also has a marvellously keen sense of satire. He is writing about Dublin and about a village not too far away, inhabited, or rather, possessed, by a group of people who only have in common their Irishness and their passionate interest in and suspicion of English visitors. It is a brilliant picture, as I think you will agree.

Miss Monica Dickens' novel is as ambitious as its title and has nearly but not quite overwhelmed its more than competent author. THE HEART OF LONDON (Michael Joseph. 21s.) has a crowded canvas, very well organised, and a big cast of characters. It is warm and sensible and often surprisingly lusty. I am happy to think that it is also headed straight for the best-seller lists.

The sheer story-telling ability of Miss Jane Duncan gives her series of books about her fictitious friends a wonderful freshness. MY FRIEND ANNIE (Macmillan. 16s.) is the latest to be explained and explored, a pretty girl with an interest in the oldest profession as the narrator belatedly finds out. The easiest possible reading and delightfully spontaneous.

Thriller of the week is Miss Dulcie Gray's MURDER ON A SATURDAY (Arthur Barker. 13s. 6d.); exciting, even horrific at moments, and admirably ingenious.

**Vernon Fane**

In a dramatic scene from William Gibson's new play at the Royalty are Captain Keller (John Robinson); Annie Sullivan (Anna Massey); James Keller (Derek Fowlds); Kate Keller (Dilys Hamlett); and Helen Keller (Janina Faye)

## THE MIRACLE WORKER

### *at the Royalty Theatre*

William Gibson's semi-documentary play conveys some of the agony and struggle of the deaf and blind to establish contact with other people. It is set in the '80's in Alabama and is based in part on letters written by Annie Sullivan at the time when she first met Helen Keller as a child. Despite her immense handicaps, Helen Keller has become one of America's most famous women. Her success was due to the lifelong devotion of Annie Sullivan, a young Irish girl, who had regained her sight after many operations. *The Miracle Worker*, in a series of short scenes, covers the first meetings between Helen Keller and Annie Sullivan. Its high point is the silent exhausting struggle to reach the child's mind. As played by Anna Massey and Janina Faye, the tantrums of the child and the tough commonsense of the teacher form a gripping theatrical experience, which is set against a lightly sketched background of family life.

**Left:** Annie looks in surprise at Captain Keller

One of the exhausting scenes in which Annie Sullivan tries to teach Helen table manners

**LEADERS OF BRITISH INDUSTRY**

*Photographed by Tom Hustler*

# Sir Anthony Elkins

It has fallen to Sir Anthony J. Elkins, C.B.E., to be chairman of Bryant and May Limited in the year when the company celebrates its centenary of match-making on the same site in Bow. In honour of the centenary the Queen and the Duke of Edinburgh visited Bryant & May's factory last week. Besides being chairman of Bryant & May, Sir Anthony is also deputy chairman of the British Match Corporation, the holding company, within which group more than half the matches sold in Britain are manufactured. The corporation also has interests in thirty-five match factories throughout the Commonwealth and the rest of the world. Since Sir Anthony became chairman in 1955, Bryant & May have carried out a £1,500,000 programme of re-equipment, and considerable progress has been made in the field of diversification. Their principal acquisition is the Airscrew Company & Jicwood Ltd., of Weybridge. Sir Anthony was born in 1904, and was educated at Haileybury College. After a brief training in Lazard Bros. & Co. Ltd., he went to India in 1924 to join Gillanders Arbuthnot & Co. Ltd., with whom he served for thirty years, being chairman from 1947 to 1954. During the Second World War he was Controller of Supplies, Bengal Circle, with special responsibilities to the XIVth Army in Burma. He later became president of the Bengal Chamber of Commerce and of the Associated Chambers of Commerce and Industry in India. Other posts which he held during his service in India included president of the United Kingdom Citizens' Association and vice-president of the Imperial Bank. He was also the last chairman of the Darjeeling Himalayan Railway. Sir Anthony is a director of the Army & Navy Stores Ltd. He was awarded the C.B.E. in 1944, and knighted in 1952. He is married, with three sons and one daughter, and lives in London during the week, but his hobbies—racing, shooting and painting—often take him into the country. He frequently travels on business all over the world

# WHICH POWER FOR SHIPS?

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Any British Minister of Transport wears several hats; and in none of them does he find it easy to please everybody. Mr. Ernest Marples, our present Minister of Transport, may soon have to defend in Parliament two decisions for which he will have been wearing his sailor's cap; both are likely to be controversial. For some weeks there has been a rumble of discontent on the Conservative back-benches about the deal by which the Government is to lend money for a new Cunarder. This has not been so much over the decision itself, to which after all these members of Parliament subscribed in the Conservative election address of 1959, but over the action of Cunard in inviting tenders before Parliament has actually been asked to approve the lending of the money. And another shipbuilding decision that an expert committee has now put in Mr. Marples's lap is the question whether Britain should go into the business of building nuclear ships.

This second decision, on which an expert committee concluded its deliberations a few weeks ago, is one of great long-term importance for the marine engineering industry; and the replacement for the *Queen Mary*, if primarily a matter of shipbuilding rivalry, and perhaps of local patriotism, will also possibly raise controversial questions of marine engineering. In the recent controversy about the design and building of British ships, and the research and development that goes into them, most of the publicity has been fastened on the alleged shortcomings of the shipyards. But in fact some of the most searching technical questions raised privately and publicly by the Department of Scientific and Industrial Research were concerned not with the ships but with the power units that propel them.

It is nearly eighteen months since the Minister of Transport invited tenders for a 20,000 shaft horse-power propulsion unit based on a nuclear reactor. By the end of February, the expert committee from the Yarrow-Admiralty Research Department, consultants to the Navy, completed, it is believed, its assessment of the five or six tenders that have been put in. There have been suggestions that its report was adverse, following a very critical attitude to both the systems and the tenders from the Atomic Energy Authority; but up to the present the Minister has yet to announce a decision based upon their findings and the Government's judgment.

Considerable complications arise in the designing of any nuclear power units small enough to put into a ship. At the time of Suez, when an emergency fleet of super-tankers was being considered, the idea was put up of installing one of the gas-cooled reactors designed for the Central Electricity Generating Board, without radical change, in a 100,000-ton tanker; but nobody would pretend that so bulky and weighty a reactor could ever have operated commercially. The Galbraith Committee, which considered the whole matter in principle before the Minister of Transport invited tenders, decided that only two systems might have possibilities of being developed, eventually, into commercial ship propulsion units. These were the " boiling water " reactor, and the " organic moderated " reactor; both systems that have worked, and do offer more efficiency in small sizes than Britain's " Magnox " reactors, but both systems in the design of which British scientists have little experience. The British companies or groups of companies that have tendered have therefore generally had to buy designs from American companies that have been concerned with such reactors, such as General Electric and Westinghouse.

The United States has now a number of nuclear-powered submarines in operation, and it hopes soon to launch the *Savannah*, the world's first nuclear-powered merchant ship. This is a liner into which has been transferred a reactor of precisely the same type as used in the *Nautilus*. It has been financed by the American Government, almost regardless of expense; nobody pretends that it can ever pay its way sufficiently to recover millions of dollars invested in it. But the Americans think that operating the vessel, first purely on technical trials, then for a time with a crew of nuclear and other scientists to study the workings of the reactor in conditions of surface shipping, will prove experience well bought. Eventually it is intended to charter it for normal operation by a shipping company.

This is a fairly expensive way to buy one's way into a new form of marine propulsion, but one can understand the American desire to use their very wide experience of developing different kinds of reactors to be the first on the sea. The liner is named after a small vessel built in 1819, as a sailing brig but fitted with an engine by a group of Savannah citizens who purchased her before completion. This vessel made the first Transatlantic crossing in which steam was ever used, sailing to St. Petersburg. The engine was mainly an auxiliary, and was used for only about eighty hours of a voyage lasting nearly thirty days; it is sometimes alleged to have been British-built anyway; and after this one voyage American shipowners lost interest, so that there was no second crossing by an American vessel using steam for about forty years. Nevertheless, the Americans did get across first, even if it was British yards that went on to develop the steam ship. And some British engineers at least are anxious that Britain should not be left behind with nuclear propulsion.

Other engineers, and many shipowners, remain quite sceptical. Even these relatively small nuclear units would need a very big ship to make use of the power—the present tenders are invited for units to go into a 65,000-ton tanker. The vast advantages of nuclear propulsion for naval operation—to be able to operate for years without going into port or refuelling—are of little interest to merchant ships, whose business is simply to go between ports, and which seldom find difficulty in refuelling during the time they are being loaded or unloaded. And for quite a time, in any case, some ports are going to be reluctant to have a nuclear-powered vessel dock there.

Any conventional vessel as large as the new Cunarder will presumably be powered with steam turbines; but when the tenders for these are put forward Cunard and the Government will be back in a realm of controversy. For the question then arises of the design of these turbines. Some builders of land turbines argue, and the D.S.I.R. report gave them some support, that British shipowners normally get too limited a choice of marine turbines. This is not, as it happens, because there are too few builders of these turbines; but oddly enough, because there may be too many builders.

Marine turbines, in practice, are built almost entirely by shipyards. There are seventeen shipbuilders that build these units in their marine engineering departments; but practically all their designs come from one source, PAMETRADA, the Parsons and Marine Engineering Turbine Research and Development Association. This association was set up in 1944 as a solution to the design difficulties of the smaller marine engineering firms and departments which could not afford adequate design and research on their own. It does the basic design for its members; these produce the detailed design and the working drawings themselves, and PAMETRADA exercises no control over this design and has no powers of inspection.

Turbine builders such as Associated Electrical Industries and English Electric, which have gained great economies of scale and efficiency in their land-based designs and which also of late have designed most of the turbines that have gone into naval units, argue that the PAMETRADA system cannot help being restrictive and is liable to lead to inadequate workmanship even if PAMETRADA's designs are good to start with. It is believed that such land turbine makers have put in designs for the Cunarder, on the basis that the machines, as usual, would be largely built by the shipyard engineering departments. Cunard's eventual decision on the tenders, whether or not the Minister of Transport exerts much political influence over it, will possibly rekindle this argument.

For a large and growing proportion of the British merchant fleet, however, arguments about turbines are beside the point. Close on 50 per cent. of the fleet are now motor ships, powered by one kind or another of marine diesel engine: indeed, perhaps 70 to 75 per cent. of all the new ships launched in the last decade use diesels. Here there is no such central source of design as PAMETRADA; and though fifteen shipyards make their own, there are about twenty independent builders of marine diesel engines. Here too, however, the industry did not escape some strictures from the D.S.I.R. team at the beginning of this year.

In the lower-powered range these engines are made by specialist firms who make such engines for other purposes as well; they support an effective research association of their own, and not only supply the requirements of the British merchant fleet for most of such engines but do a substantial export trade. Over about 5,000 horse-power, however, there is only one British designer, William Doxford and Sons, and a very large number of the big diesels made by British shipyards are to designs from Denmark or Switzerland. This is becoming more true as the size and power of diesel engines for ships are pushed up the scale.

The situation of a specialist marine engine design firm such as Doxford is not an easy one. The company licenses far more of the engine designs than it actually builds; most yards take a Doxford design and build it themselves. The big Continental design teams are accustomed to a larger scale of production. British designers tend to build only about a quarter of the engines made to their design; on the continent the proportion is nearer 40 per cent. It is not easy to finance large-scale research and development out of licence fees alone; competition to get a design adopted when a large ship is being designed is very lively.

In the largest sizes of diesel, there is no doubt that the continental manufacturers have gone ahead; they pioneered the turbo-charged engine, and have for some years been offering engines of up to 20,000 horse-power. Doxford is now designing an engine in this range, and one other British company from the medium diesel range is interested; but it is difficult for these companies to be sure that they can recoup the very heavy expenditure of time and money in development that such power units will require. One decision that Mr. Marples might announce that could be valuable and less controversial than those on Cunard and on the nuclear tanker project could be that the Government would provide the money for some of these British designers to develop advanced designs under " development contracts."

# DEVELOPING THE WORLD'S OIL RESOURCES

A survey party, looking for a possible site for an oil refinery in the Port Harcourt area of Nigeria, searches for a landing-place in a creek which leads off the Bonny River

The team finds hard going in the Nigerian mangrove swamps

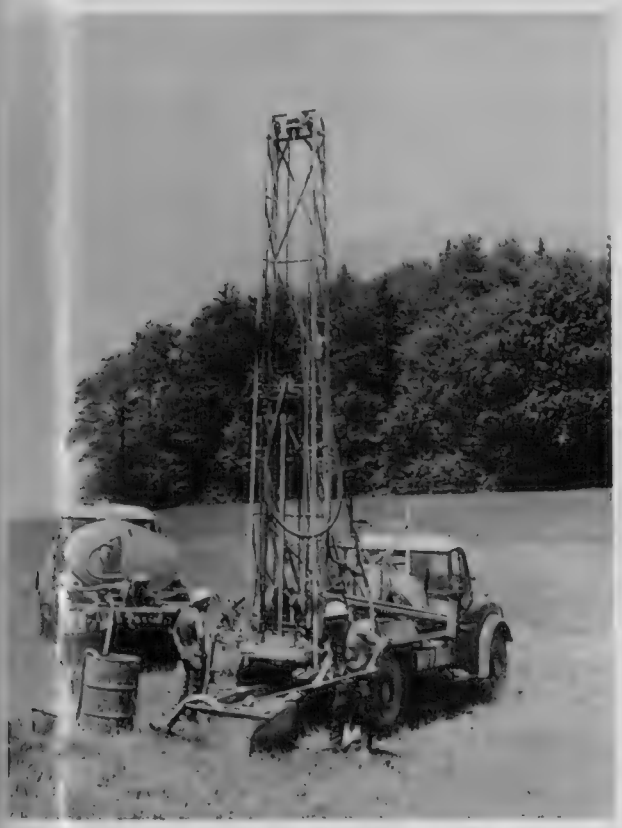
Near Fribourg, a paper "monitor" record is examined

Night drilling operations at Courtion No. 1 well in the Canton of Fribourg, Switzerland

The international oil companies of the world spend as much of their time looking for new oil sources as producing and refining oil from existing wells. It is estimated that the industry is currently spending about £2,000,000,000 a year on exploration and developing oil wells into production. This restless search and exploitation take a number of different forms. For a major oil producer like BP it is also carried on in many parts of the world, including, in a small way, Britain.

Survey work has been going on for some time in the Port Harcourt area of Nigeria in order to establish possible sites for the projected BP-Shell refinery and its tanker jetty. Agreement in principle was reached last year that BP and Shell should jointly build a refinery in Nigeria after talks with the Federal Nigerian Government on behalf of the Shell-BP Petroleum Development Company of Nigeria. The refinery is designed to have a capacity to process up to around 1,000,000 tons of crude oil a year and its construction will cost about £12,000,000. It will be the first refinery in the country to process Nigerian crude oil into refined products for local use. The construction of an oil refinery is a complex task and it is not expected that the new facilities will be completed before 1963-4. During the peak of the building work

Geophones are planted during the survey at Fribourg



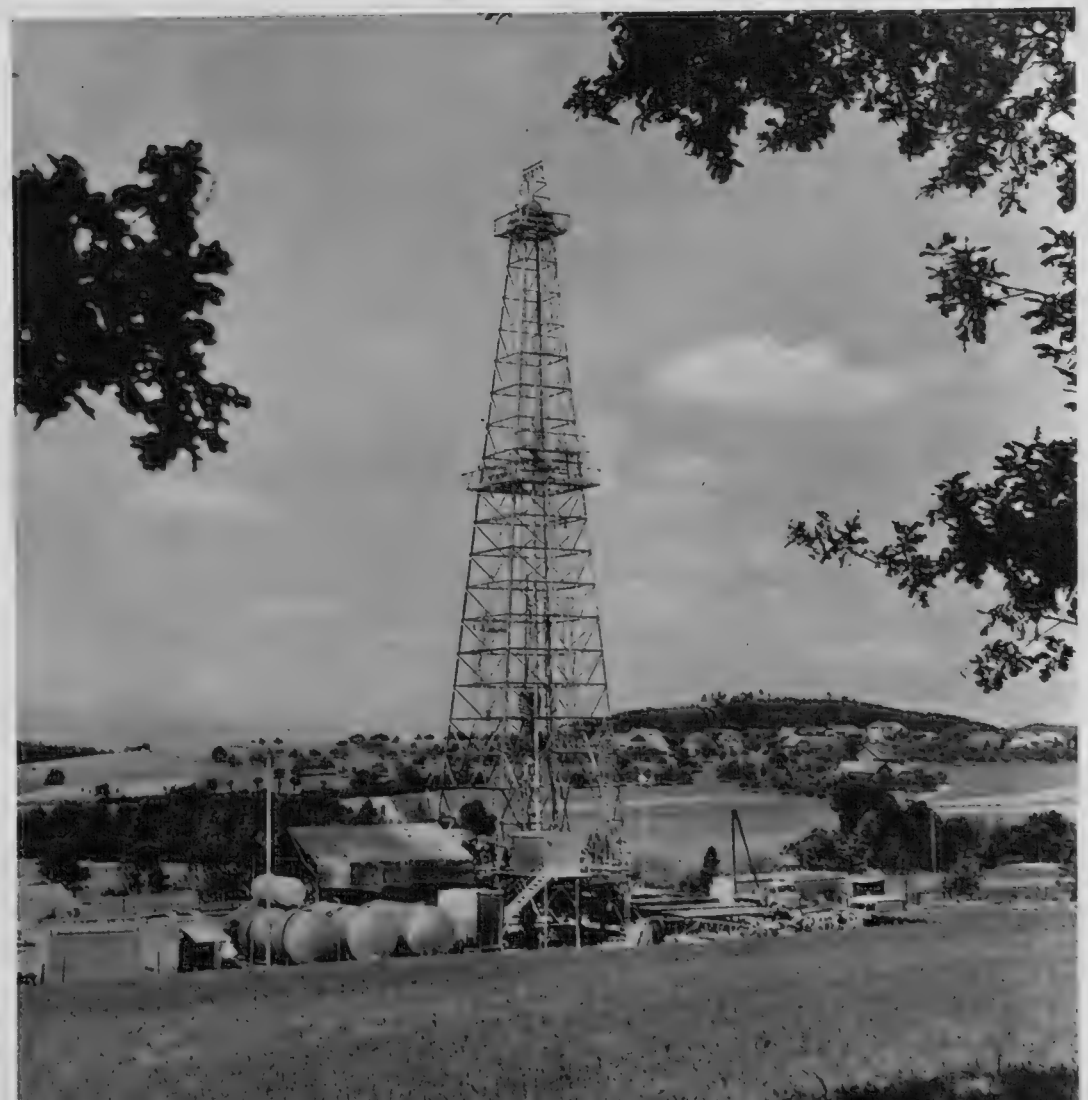
A mobile rig is used to drill a hole for a seismic shot

up to 2,000 workers may be employed. When in operation, the refinery will need about 350 employees to run it.

Illustrating another facet of the work of an international oil company is the exploration carried out in Switzerland by BP under its contract with Société d'Interêts Miniers S.A. The deepest wells ever attempted in Switzerland have been drilled in the Canton of Fribourg. The first of these is Courtion No. 1, and the second about sixteen miles due south, is Sorens No. 1. This is situated 3,350 ft. above sea level. Drilling started in mid-November of last year and is still going on. Although no gaseous layer or petroleum were found, valuable scientific information has been gathered.

Part of the exploratory work in the Canton has consisted of seismic reflection surveys. This is one method of discovering information concerning the stratification and nature of the rocks in the area. At the bottom of a drill hole a small charge is exploded. Reflected sound waves from this are picked up on geophones placed at quarter mile intervals in the ground and recorded on magnetic tape. From the paper "moniter" record of the tape it is possible to deduce information about oil-bearing formations.

Drilling at Sorens No. 1 well, 3,350 ft. above sea-level. **Below:** the nearby Courtion No. 1 well



A new indoor swimming-pool has been opened recently at Wythenshawe by the City of Manchester. It serves the surrounding housing estates and factories

# A MODERNISTIC SWIMMING-POOL

New ideas in the design of swimming-pools are shown in the structure designed for Wythenshawe. The main entrance leads into a foyer from which two staircases rise to the first floor coffee lounge. Beyond the foyer is a restaurant separated from the pool by a glazed screen. This can be lowered into the basement to allow the restaurant to be used as an extension to the pool area for special events. Underwater windows are incorporated in the walls of the bath, which is 110 ft. long by 48 ft. wide. The diving stage has fixed 3- and 5-metre boards and a 3-metre spring-board. Concrete is the main material used in the construction of the graceful, airy building. Its main roof consists of *in situ* concrete arches, spanning over 82 ft. The consultants for the design of the reinforced concrete structure were Truscon Limited and the main contractors were Simon-Carves Limited.

The diving stage consists of twin concrete columns piercing concrete platforms

COMPANY MEETING REPORT:

# LINGGI PLANTATIONS LTD.

## SIR JOHN HAY'S CONFIDENCE IN THE FUTURE OF NATURAL RUBBER

*In his statement for the 65th Annual General Meeting of Linggi Plantations Ltd, the Chairman, Sir John Hay, writes:*

In terms of rubber prices, the period now under review was an eventful one. From the " 1959 low " of 24⅛d. the price rose to 42⅛d. in May, 1960, and from that height it gradually fell away until by December it had declined to the " 1960 low " of just over 24d. At any time this wide movement in price would be remarkable, but in the conditions of 1960 it was astonishing, for not only were original supplies continuous throughout the year but were supplemented by releases from Government stockpiles in the United Kingdom and the U.S.A. A temporary imbalance between supply and demand, aggravated by a condition technically termed a "market squeeze," combined to bring about a disproportionate rise in price to be followed by decline consequent on a relapse in demand. It was against this bewildering background of mounting and falling prices that our year's operations were conducted, a condition ill-suited to the steady pursuit of a long-term policy.

Sir John Hay, the Chairman of Linggi Plantations Limited, who on his recent visit to Malaya was invested with the Malayan Order of Chivalry—Panglima Mangku Negara.

In attempts to estimate in advance the profits of this and other companies, I observe persistence in elementary error. It is assumed that the average price for the accounting period is a sure guide to profit to be realised. Sales and deliveries cannot, in practice, be effected within the fiscal year. There must be a time lag between harvesting and marketing. Moreover, in our particular case, where much of our output is sold in the form of liquid latex, variations in price do not always correspond to those of standard grades. It so happens that for part of the year, under the influence of high prices, the demand for rubber in that form declined and with it the premium to which we had been accustomed. In all the circumstances, I consider the Company has done well to increase its profits by £41,000 thus enabling us to recommend the same liberal distribution as last year and, at the same time, to add £75,000 to our usual annual provision for replanting, increasing the total so set aside to £125,000. In addition to this there is the customary charge for depreciation of equipment, etc. The amounts paid or payable for taxes in the form of net export duty and income and profits tax substantially exceed the net amount distributable to stockholders.

### ESTATE OPERATIONS

Despite an increase in the rate of output to 1,050 lbs. per acre, the amount harvested was slightly less than last year due to the incidence of replanting. You will observe that the extent of our immature area is well beyond the conventional 20-25 per cent. Much of it is only recently planted and will not reach the productive stage for some years yet. For the meantime, therefore, our output will show little expansion, but with the Sembrong additions, now in their very initial stages, we shall eventually have a planted area of over 16,500 acres with our ultimate productive capacity correspondingly increased.

### OIL PALMS OF MALAYA, LTD.

Our circulated report includes the usual summary of the position of Oil Palms of Malaya, in which we have a large holding which in terms of acreage would be the equivalent of over 10,000 acres. This is increasingly proving a profitable investment, making a valuable contribution to our revenue.

### THE OUTLOOK

In the financial columns of the Press on March 1, there was a report of a speech made by Mr. S. N. Whitehead in his capacity as Chairman of the Rubber Trade Association, in the course of which an excellent analysis is given of the causes of last year's erratic price movements and a shrewd assessment of the part that natural rubber is likely to play in the future. To those who would wish to acquire an understanding of the rubber situation, I recommend this Statement to their study.

Accepting the view that the natural rubber industry is entering upon a new phase of more intensified competition with synthetics, I am, nevertheless, confident that the efficient producer can meet such competition and continue to operate profitably. Stockholders will be more immediately concerned to know how this Company is likely to fare in the current year. With a current price as much as 8d. per pound less than the average realised last year, we could hardly expect to equal the profits now shown in our accounts. Against this heavy fall there is a set-off in the rate of Export Duty and, we hope, some saving in costs. But these are quite insufficient in themselves to make good such a wide difference in price. Happily, we have made some forward sales over the first half of the calendar year, which should prove a welcome aid to better results.

I am happy to take this opportunity of acknowledging the friendly reception accorded to me by our officers in the East on the occasion of my recent visit and to thank them for their work, the value of which I am, as the result of successive inspections, in a position to appreciate fully.

## INDUSTRY AND THE STOCK MARKET

# PLASTIC GIANTS

By "THE SPHERE" CITY CORRESPONDENT

In the plastics industry the prizes go to the mighty. Because it is such a keenly competitive industry, the mighty are becoming mightier yet by absorbing the smaller. Since the turn of the year even, two of the bigger, plastics producers, British Industrial Plastics and British Xylonite, have received take-over bids and are being absorbed. The former is to become part of the £100,000,000 Turner and Newall asbestos group; the latter, which was the first British plastics producer, is being swallowed by the £157,000,000 Distillers Company, famous for whisky, gin and, more recently, chemicals.

It is essentially a post-war industry and one of its paradoxes is that although its growth has been spectacular, its profitability has, until recently, been disappointing. In the last decade production of plastics materials has trebled. (Steel output has risen by only about a quarter over the same period.) Last year 562,000 tons of plastics were sold, compared with 195,000 tons in 1951, and production was in the region of 600,000 tons. But vast sums have been spent on developing plant since the war and intermittent over-capacity has led to price cutting and low profit margins. Indeed, plastic prices have moved steadily against the general trend in the past few years and are now about 10 per cent. lower than in 1954.

There are two main types of plastics—thermosetting, the hard and brittle material which, once set, can only be cut or ground, and thermoplastics which are softer and can be re-formed by heating. It is the latter sort that have shown the greater expansion and are in such widespread use in kitchen utensils, packaging materials, cable insulations, furniture covering, etc. Since so many plastics are oil derivatives it is natural that the big oil companies should have a major stake in their manufacture. But much of the British production is carried out by chemical firms like Imperial Chemical Industries, Monsanto, British Oxygen, Courtaulds and Albright and Wilson. The manufacture of plastic products, on the other hand, is undertaken by a host of small companies, led by a handful of bigger ones.

Bakelite is one of the most substantial with assets of more than £8,000,000. It is controlled by Union Carbide Corporation of America which owns 52 per cent. of the Ordinary shares. Its name was synonymous before the last war with the brittle type of plastic in the manufacture of which it was a pioneer but now it is also a major producer of the pliable thermoplastics. Its profit record was pretty uninspiring until 1959 when net earnings trebled to £613,000 and last year reached £644,000. The company is the selling organisation for polythene produced at Union Carbide's Scottish plant. Dividend policy has been cautious, largely due to the heavy capital spending programme, although there was an effective increase of one-fifth for 1960.

The De La Rue Company is possibly still associated in most people's minds with playing cards, fountain pens and bank-note and postage stamp printing. In fact, about four-fifths of its profits are earned by making and selling "Formica" plastic laminates. This work-for-all-maids surfacing material was first made by De La Rue under licence from the American Cyanamid Company, but four years ago the plastics business was transferred to a De La Rue subsidiary in which the U.S. company took a 40 per cent. stake. Since 1953 profits have climbed fairly steadily and last year's were a record at £730,000. Mr. Bernard Westall, the chairman, has forecast similar profits for the year ending on March 31, although profit margins have narrowed.

O. and M. Kleeman sells Shell Chemicals' polystyrene powder and U.S.-made polythene resins. It also used to make plastic toys and sunglasses but in 1959 decided to concentrate on the more profitable distribution side of the industry and sold the toy company for £333,000. Net profits jumped from £48,000 to £135,000 between 1957 and 1958, to £227,000 in 1959 and topped £280,000 last year. The company has been the subject of recurring take-over rumours which partly accounts for the fact that the shares have doubled in price this year to about 17s. at which level the current dividend yield is only 2·8 per cent.

Storey Brothers was founded more than 110 years ago to make American Cloth, and later various types of oilcloth. After the war it smartly switched into the up-to-date plastics field, making table covers, raincoats, wall coverings, etc. A number of industrial uses have also been found for its materials; a subsidiary makes materials for aircraft fuel tanks. Profits have grown rapidly, reaching almost £500,000 in 1959.

There is a definite lull at present in the industry, which is not entirely unwelcome to many manufacturers seeking to develop new applications for plastics. Much of the new plant that has been installed recently will not be in operation before mid-year, by which time it is confidently hoped that demand will have risen again. There are no indications that the major manufacturers have scaled down their expansion plans. Imperial Chemical Industries, in fact, has decided to increase its productive capacity for P.V.C. by 40 per cent. in the next two years and British Geon (a subsidiary of the Distillers Company) is also to add to its capacity after the present expansion programme is completed. It is anticipated that production will be about 10 per cent. higher this year than last.

# GOOD LIVING

*by Ganymede*

It is many years now since I first "discovered" Muscadet. I was enjoying a leisurely wander round Brittany, staying the odd night here and there, and spending several days in places which pleased me especially. Wherever I went, staying at small inns and hotels, admiring the romantic scenery of the coast, I never had a bad or even indifferent meal.

This region of France is famous for its ravishing sea-food, and the cooking is always good, although fairly simple. In those days, more frequently than to-day, one's drink, a bottle of cider or wine, was usually included with the price of the meal, and whatever you happened to choose it went splendidly with the food. The wine was almost invariably Muscadet, produced in large quantities on both sides of the lower reaches of the Loire, above Nantes. It is a light, fresh wine with immense charm and an agreeable fruitiness, which can and should be drunk very young. I was most impressed, and started looking for it when I returned to this country, but it was then almost completely unknown. Invariably I was told: "It will not travel," the same answer I was to receive many times when later, returning from trips to other parts of France, I would ask for a lesser-known wine I had liked in its home country. I could never understand the reason for this answer. I reached the conclusion that perhaps it was not worth while to import these "lesser" wines because there would not be sufficient demand for them over here.

Circumstances have changed now that wine drinking in Britain has become more and more popular. These old favourites have begun to appear on the merchants' lists. My old friend Muscadet is now quite well known and liked and is imported by several shippers. In fact, I have recently tasted two examples, sold by two different firms, both 1960's, which had only been in bottle a few weeks. They were just as delightful as ever, dry, without too much acidity, with a remarkably clean, tender flavour, most suitable for drinking at the beginning of a meal, or throughout, for that matter. It is inexpensive, too, about 8s. 6d. to 10s. a bottle. Having always taken a keen interest in the lesser-known wines of France, I was delighted to meet Mr. Gerald Asher the other day. He has made a speciality of shipping many of them. I looked through his firm's list (trade only, but most merchants are able to supply) crammed full of minor delights I have never seen in a single list before. In addition to the well-known districts, Asher Storey and Company import wines from the Jura, Savoy, the Pyrenees, the Rhône Delta (between Arles and Nîmes), Frontignan and Provence.

I could not resist the invitation to go along to the cellars near the Tower and to taste a selection. From this exciting list we picked out a round dozen to taste; five whites, three reds, three rosés and a sweet dessert wine. I started off with the Muscadet, which I have already described earlier, followed by an excellent French bottled Sancerre, 1959. This is fairly well known in France, and is in high regard with connoisseurs. But because it is only a small vineyard, it is quite rare and seldom found outside Paris. Its very special character is reminiscent of its nearest relative, the Blanc Fumé of Pouilly-sur-Loire. It is made of the same Sauvignon grape, but has slightly more body, with the same taste of flint, smoke, or caraway, whichever you prefer to call it. A wine *de grande classe* it is good value at about 17s. 6d. a bottle.

Another old friend, first met in Auvergne, was next, St. Pourçain-sur-Sioule, 1959, which comes from vineyards on the banks of the Allier, near Vichy. It has the dryness similar to a Chablis, with just a gentle hint of the Pouilly-Sancerre type of "flintiness," and is great value at about 10s. Crépy, from the French side of Lake Geneva, is quite a rarity, as it comes from an area with a small yield. Very dry, with an acidity reminiscent of lemon juice and a barely noticeable *pétillance*, it would be an ideal accompaniment to smoked salmon or trout. It sells at about the same price as Sancerre. Asher Storey's have the largest selection of wines from the Jura, and one of these, Blanc de Blancs, Côtes du Jura was the last white I tasted. All Jura wines have a peculiar background taste, hard to define, but I have heard it described as an aroma of "crushed walnuts." It is just discernible in this wine, making it a most agreeable delicate, dry table wine (about 10s.).

Of the reds, the Bourgueil, 1959 (about 10s. 6d. retail), tasted just as good as when I drank it near its place of origin on the middle Loire. Chanteclair Rouge, from the Jura, which is a little cheaper, is described as a vigorous, smooth and well-balanced red wine with a pronounced bouquet and a robust flavour, and it is all that. Château Roubaud is made only about thirty miles south-west of Chateauneuf-du-Pape, but does not aspire to greatness. It is a full-bodied, yet smooth and fruity wine, remarkable value at a price of under 8s.

Two of the rosés come from the Jura: Françoise de Montfort, Rosé d'Arbois has appreciably more character as well as body than the run-of-the-mill rosé. It is made by the famous Henri Maire, who won a Grand Prix de la Qualité Française with it in 1955 (about 12s.). The other, Cendré de Novembre, described as a Grand Vin Gris, is pale, tawny coloured, dry and delicately light (about 10s.). The fruitiness of the Mediterranean was resplendent in the third rosé from much farther south, the Clarigny de Provence; a totally different wine at about the same price. Frontignac is very sweet with a strong fragrance of the Muscat grape, fine with dessert, if you like it (about 9s. 6d.).

**MOTORING**

# ENTER THE E-TYPE

*The new Jaguar two-seater sports*

By **COURTENAY EDWARDS**

Sir William Lyons, founder and chairman of Jaguar Cars, has done it again. His new "E" type two-seater, announced at the Geneva Motor Show, puts him right in the forefront of the world's sports car builders. The "E" type is an unbeatable combination of performance, price, looks, safety and comfort. This 3·8-litre, 6-cylinder car, with monocoque body, independent suspension of all four wheels, disc brakes all round and the sleekest, most exciting lines you ever saw, does 150 m.p.h. in standard form, accelerates to 100 m.p.h. in 16 seconds yet costs only £2,098 in open two-seater form.

This powerful car is so smooth-working, so beautifully engineered, so painstakingly built, that it will amble along in top gear at 15 m.p.h. without any trace of roughness or snatch. It is a world sensation, with motorists asking everywhere: "How can that man Lyons do it at the price?" I secretly road-tested the "E" type Jaguar in southern England before the Geneva Show. I was taken aback by its sweet surge of power. The braking is incredibly smooth and efficient and the cornering, thanks largely to the new Jag's unique system of independent rear springing, has to be sampled to be believed.

Here is a mailed fist in a velvet glove; a car that is a joy to drive at all times; a car people turn to look at and acclaim with the thumbs-up sign. It derives from the "D" type Jag. Its highly-developed "S" type 3,781-c.c. twin-cam engine has three S.U. carburettors, a compression ratio of 9 : 1 and a top power output of 265 brake horse-power at 5,500 r.p.m. With a standard axle ratio it gives a top speed of 150 m.p.h. If you want more, you may specify a higher axle ratio at no extra cost and do 165—when you can find the room.

Yet the new Jag's top speed is less important than its fantastic, nerve-tingling acceleration, which pushes you back into your seat. It takes you up to 60 m.p.h. from a standing start in seven seconds. You can cover a quarter of a mile from chocks-away in 14·8 seconds. The new car's rack-and-pinion system will please even the fastidious. It gives a directional control that is light, precise and completely immune from road shock.

The fade-proof Dunlop disc brakes match the car's performance. They are mounted inboard at the rear and there are twin master cylinders, each with its own reservoir. If the front brakes fail, the ones at the back go on working, and vice versa. If either cylinder packs up, a red warning light glows on the dashboard in front of the driver. This same light is used to remind the driver when he has left his handbrake on.

The new model has an electric engine-cooling fan which only functions when the power plant gets hot. It is operated by a thermostat set to start the fan at 80 degs. C. and to stop it at 72. This device enables the engine to warm up more quickly and conserves engine power. A normal fan on an engine of this size takes as much as 15 of the unit's total b.h.p.

The "E" type is offered in two forms: as an open two-seater with a mohair hood that can be raised with one hand; and as a shapely fixed-head coupé, which costs £2,197, including tax. For £76 10s. extra a plastic hard-top is available for the open model. It is an honest- to-goodness two-seater. There is no provision even for the back-seat dwarfs for whom some sports-car manufacturers try to cater. In the coupé the whole of the space behind the seats can be used for luggage. There is a floor panel just behind the seats which can be hinged forward to form a useful little luggage-retaining "wall."

The large, sloping rear window forms part of a panel which opens sideways to give easy access to the luggage compartment. It is released from inside the car and is counter-balanced. The whole front section of the car, wings and all, hinges forward to uncover engine and wheel assemblies. There is a four-speed gear-box with well-spaced ratios and synchromesh on the top three. The clutch works smoothly but on the coupé I drove I had to push the pedal hard against the floor to ensure a silent change. There is no provision for overdrive on the new model and I can't imagine anyone complaining. The door windows wind down out of sight, a limited slip differential is fitted; there is a 5½-in. ground clearance; and three wipers keep the screen really clean.

When I congratulated Sir William Lyons on his new product he said: "We set ourselves the task of designing a car that would be as comfortable to drive in crowded city streets as it is exciting to handle on the open road. Don't you agree that it is a very suitable car for the housewife who wants to go shopping?" Yes, but what a waste!

Now a quick review of a crowded diary that has kept this motoring writer busy . . . . To Coventry to see Mr. Alick Dick, chairman of Standard-Triumph, and his new £2,500,000 assembly hall which will soon be working at top pressure. It is a fine three-storey building in which the output is regulated with the help of closed-circuit television: the first of its kind in the world. I found Mr. Dick and his executives in good heart and confident that the spring sunshine would help to move accumulated stocks and make possible the reinstatement of many of the 4,200 men who have been stood down. It is almost certain that the Leyland-Standard merger will go through . . . .

At Luton I inspected, at the invitation of Vauxhall's Sir Reginald Pearson, the firm's automatic plating plant, claimed to be the biggest plating shop in Europe. Here hub-caps, bumper bars, radiator grilles and the like get their ·00001-in. coat of chrome. It may sound thin to you but the important thing is what goes on underneath: ·00015 in. of nickel and, next to the polished steel, ·00125 in. of copper . . . .

Back in the office I received a hand-out from B.M.C. announcing that a new automatic, £250,000 plating plant at Morris Radiators, Oxford, will soon be supplying the chrome trim for all Nuffield cars . . . .

To Birmingham for the announcement of the 250-h.p. Austin gas turbine. It is for industrial use (electrical generators, water pumps, and the like), but Dr. J. H. Weaving, Austin's gas turbine chief, described it as a step towards turbines for high-speed commercial trucks and (in ten years' time) cars. The one I saw costs £2,500 compared with £3,000 for comparable diesel . . . .

Two motor-racing parties: the opening of Tony Brooks' Shell garage at Weybridge by Mr. Raymond Mays, who announced that Brooks (with Graham Hill) would be driving for B.R.M. this year; and at Yeoman Credit racing team's new H.Q. at Hounslow, Middlesex, where Mr. William Samengo-Turner (Yeoman Credit managing director) announced that John Surtees, world champion motor-cyclist, has signed on as a driver (in addition to Roy Salvadori) . . . .

The 3·8-litre E-Type Jaguar is offered in two forms—as an open two-seater, costing £2,098, and as a fixed-head coupé, costing £2,197

**Below:** Beside the A.A. Patrol Service Centre at Collingtree Flyover, the Association has set up a water tap for motorists wishing to replenish radiators following the continuous high-speed driving on the M.1

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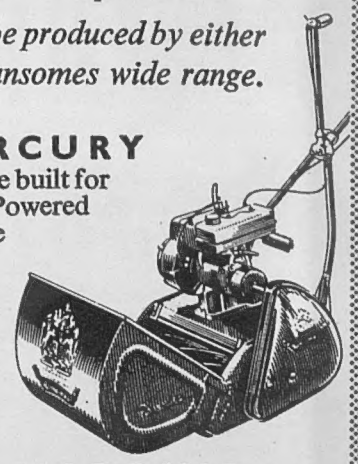

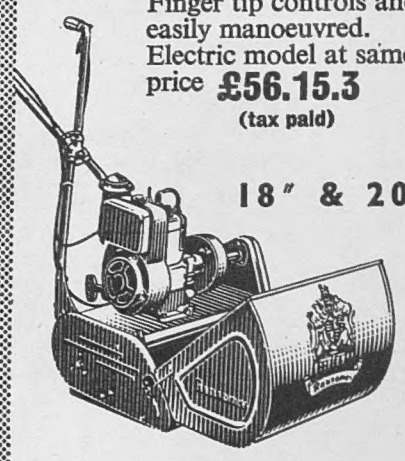

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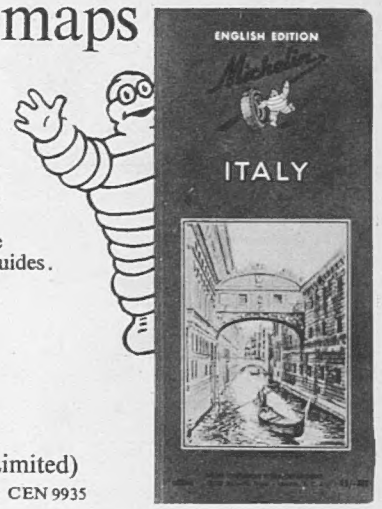


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# IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

*Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor,* THE SPHERE, *Ingram House, 13–15, John Adam Street, London, W.C.2.*

DISTINGUISHED PERSONAGES, for the most part, try to efface themselves when on holiday. Rather than select hotels where one is expected to dress up, they choose hide-outs where no one concerns themselves with what they wear, or who they are.

I recall the case of an eminent judge, who some years back invoked my aid as to where he and his wife could spend their vacation—" some unspoilt quiet place in the country, where there are some good walks."

I recommended him to the small *Woodcote Hotel,* DULVERTON, where the then owner paled at the thought of having to do justice to anyone so distinguished, but I assured her that, divested of his wig and robes, he was a most natural and interesting personality. And so he proved. Each day, dressed in shorts and an open shirt, and his wife dressed in an old skirt and ancient raincoat, they were to be seen, arm-in-arm, strolling along the Barle valley, mingling with onlookers at local meets of the staghounds, both relishing in their freedom from legal and social routine.

To others like-minded, DULVERTON, on the edge of Exmoor, still makes a most admirable base, and especially for those whose outdoor interests extend to salmon and trout fishing, hacking and hunting.

The small *Woodcote Hotel,* now under the personal direction of Squadron-Leader and Mrs. Elmes, can still be recommended, as also can the near ninety-year-old *Carnarvon Arms* which, of recent years, has, under the ownership of Mr. and Mrs. Owen Howells, resumed its former note as one of the best sporting hotels in the West Country. Fishermen in particular should note that the *Carnarvon Arms* has extensive salmon and trout fishing rights on the rivers Exe and Barle.

The Archbishop-elect of Canterbury is, I understand, a great walker and one of his favourite hide-outs is an inn in Devon. This reminded me that one of his predecessors at York was similarly minded, and when a holiday was in his thoughts, BUTTERMERE in Lakeland had for him a mellow nostalgic ring. Situated in one of the more unspoilt and beautiful Lakeland valleys, the *Bridge Hotel* there, under the personal direction of Mr. and Mrs. Rodney Twitchen, has a great attraction for professional folk who seek a small country hotel where fishermen and fell walkers congregate of an evening in the conviviality of the hotel bar. Without any pretence of luxury or *haute-cuisine,* the Twitchens, a congenial and energetic couple, provide honest-to-goodness country fare, simple comfortable bedrooms and a quiet night's sleep.

I have often noted how those connected with the theatre seek, when on tour, some quiet hotel outside the centre in which they are billed to appear, rather than stay in the big city hotel.

One distinguished actor sent me an omnibus request for quietly situated hotels within twenty miles of Bristol, Edinburgh, Glasgow, Leeds, Liverpool, Manchester and Birmingham. A little research work in the current edition of " Let 's Halt Awhile " revealed the following:—

Bristol area—I was favourably surprised at the wide choice—BATH (thirteen miles only) *Lansdown Grove Hotel,* the *Francis* (Trust House), and *Pratts.* BERKELEY (twenty miles), the *Berkeley Arms Hotel.* This small township lies off the A38 Bristol/Gloucester road, and bird-watchers should note it is only six miles from the Severn Wild Fowl Trust, at Slimbridge. WELLS (twenty miles), *The Crown* or *Star* Hotels, or one of the most tranquil and photogenic spots in Britain, the *Castle Inn, Castle Combe* (only five bedrooms and mind the beams !).

Edinburgh area—*Braid Hills Hotel*—ten minutes car ride from Princes Street, and set back and above the road, seven minutes only from Braid Hills golf course. The *Norton Hotel,* NEWBRIDGE, nine miles out and three miles from Turnhouse Airport. A half-mile approach drive and twenty-four acres of grounds is the key-note to seclusion.

Glasgow area—I was nearly stumped over this section of the enquiry and my recommendation, a good one, was confined to DRYMEN (eighteen miles), the *Buchanan Arms,* a justifiably popular thirty-bedroom hotel where both accommodation and restaurant reservations should be made well ahead.

Leeds area—With Harrogate but sixteen miles, quiet hotel accommodation presents no difficulty. Recommended hotels—*Cairn* (Trust House), *Old Swan, Russell* and *Studley.* Alternative suggestion: ILKLEY (sixteen miles), *Craiglands Hotel.*

Liverpool area—On the outskirts of the city the quietly situated *Alexandra Court Hotel* (postal address: Alexandra Drive, Aigburth, Liverpool, 17). BIRKENHEAD, the seventeen-bedroom *Riverhill Hotel,* Talbot Road, or for more sumptuous and completely countrified surrounds—*Craxton Wood* Country Club at LEDSHAM, only eleven miles from Liverpool, via the tunnel, and seven miles from Chester. A most attractive and surprising find.

Manchester area—I have no personal recommendation as yet within comfortable motoring reach after an evening theatre, and if any readers can throw light on this problem, I would welcome their suggestions. Places that occur to me are Alderley Edge in Cheshire (fourteen miles), Wilmslow (twelve), Prestbury (15), where the *Bridge Hotel* and *Restaurant* is excellent, but bedroom accommodation is limited to one double and four single rooms; prior reservations both for restaurant and bedrooms are essential.

Birmingham area—Here we are on easier territory. There is no need to go outside the city environs, unless one wishes. In Hagley Road, EDGBASTON, will be found *The Cobden* and *Norfolk* Hotels, both under the same direction and the smaller *Lambert Court Hotel.* As these are most likely to be full from Monday to Thursday nights without prior reservations, consider the following farther afield—LEAMINGTON SPA (twenty-four miles), the *Spa Hotel;* RUGBY (twenty miles), *The Grand;* DROITWICH (twenty miles), *Chateau Impney* and *Worcestershire* Hotels; STRATFORD-ON-AVON (twenty-four miles), *The Swan's Nest* and *Welcombe* Hotels.

Doubtless with more intensive research work, I could have added to the answers of the quest for comparatively quiet hide-outs by those on vacation or planning vacations.


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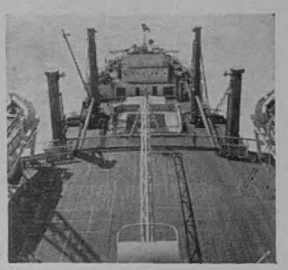

*The Sports deck on the "City of Port Elizabeth": all "City" class passenger ships on the South Africa run have a swimming-pool, drawing-room and library.*

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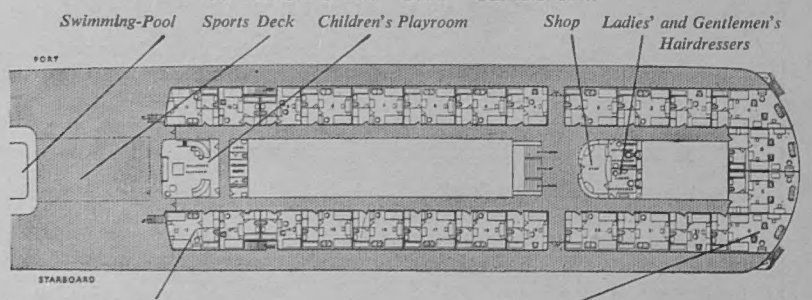


*Every "A" Deck room, whether "single" or "double," has a private bathroom and toilet* en suite.

*The staterooms are particularly spacious and luxuriously furnished with every requisite for comfort and convenience.*

The service is maintained by the T.s.m.v. *City of Port Elizabeth, City of Exeter, City of York,* and *City of Durban,* each accommodating 100 passengers in single and double rooms (with removable Pullman berths for children). These ships afford superb passenger amenities. All rooms have windows or portholes and there are electric fans in addition to mechanical ventilation.

Approximately every fourteen days an Ellerman "City" class ship sails for South Africa, Lourenco Marques and Beira. Passage rates are competitive . . . an outside double room (to Cape Town), for example, with private bathroom *en suite,* is £165 per adult (£132 per adult on a 12-passenger vessel). Full information can be obtained from Ellerman Lines, Passenger Office, 29/34 Cockspur Street, London, S.W.1, or from all Shipping and travel agents.

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